CID唐人街/國際區進一步研究
CID Further Studies

研討會四 Workshop 4:
總結 Summary

會議資料 Meeting Materials

1/5/2023

SOUND TRANSIT

CID 唐人街/國際區互動參與過程
CID Engagement Process



Process informed by CID Engagement Toolkit and discussions with community

Key Questions

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

Open House

- Context and Value
- How we got here
- Community informs engagement process and scope of studies

Nov. 2, 2022

Workshop 1: Options

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunites and identify refinements

Nov. 16, 2022

Workshop 2: Tradeoffs

- Discuss tradeoffs and refine options

Dec. 14, 2022

Workshop 3: Key Issues

- Problem solving around key issues for each option
- Discussion of mitigation measures

Jan. 5, 2022

Workshop 4: Summary

- Bring it all together and get feedback on direction for Sound Transit Board

February

Sound Transit Board: Status Report

SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

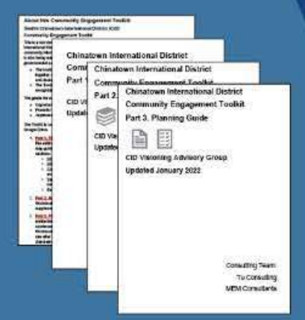
Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.

SOUNDTRANSIT

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今天研討會的議程
Agenda for today's workshop

5:00-5:45 PM

歡迎和摘要概述簡報

Welcome and summary snapshot presentation

5:45-6:30 PM

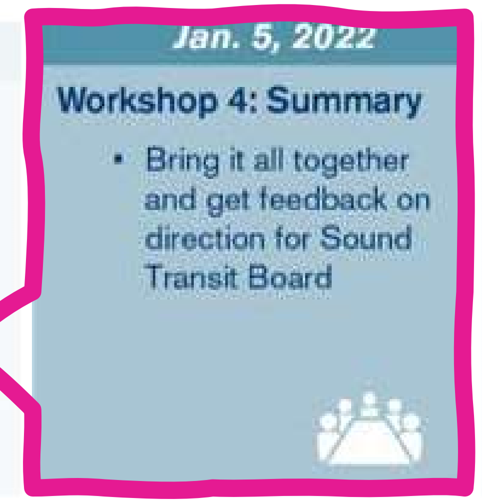
小組討論

Small group discussion

6:30-7:00 PM

報告和後續步驟

Report-out & next steps



今天研討會的目標
Goals for today's workshop

分享進一步研究總結:

- *交通和社區連接*
- *建築和交通影響*
- *車站概念機遇與問題*

收集您的反饋:

您對進一步的研究結果有何看法, 以及研究結果如何與社區目標保持一致？

您希望我們與 Sound Transit委員會分享什麼?

我們如何為您提供後續步驟並繼續參與？

Share summary of further studies:

- Access and connections
- Construction and traffic effects
- Station concept opportunities and issues

Gather your feedback:

- ***What are your thoughts on the further study findings and how do they align with neighborhood goals?***
- ***What would you like us to share with the Sound Transit Board?***
- ***How can we support you with next steps and continuing to engage?***

聯合車站和廣場激活
Union Station and plaza activation

聯合車站和廣場激活
Union Station and plaza activation

諮詢會
社區目標和價值觀

Open House
Neighborhood goals and values

研討會一
你想看的活動

Workshop #1
Activities you would like to see

研討會二和三
定位活動

Workshop #2 & #3
Locating activities

研討會四
工作總結

Workshop #4
Summarizing the work

基於 2022 年秋冬研討會和線上調查的社區反饋。
Based on community feedback at Fall and Winter 2022 workshops and on-line surveys.

聯合車站和廣場激活
Union Station and plaza activation

諮詢會
社區目標和價值觀

Open House
Neighborhood goals and values

CID互動參與工具包的核心價值
Core Values from the CID Engagement Toolkit

- 這些價值觀對本項目有何影響？
- 在本項目中按照這些價值觀來採取行動有多容易或具有挑戰性？
- 為確保在本項目中貫徹這些價值觀和原則，我們應該注意什麼？

- What are the implications of these values for this project?
- How will it be easy or challenging to act on these values for this project?
- What should we pay attention to in order to ensure that these values and principles are activated in this project?

SoundTransit





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SoundTransit

聯合車站和廣場激活
Union Station and plaza activation

研討會一
你想看的活動

Workshop #1
Activities you would like to see



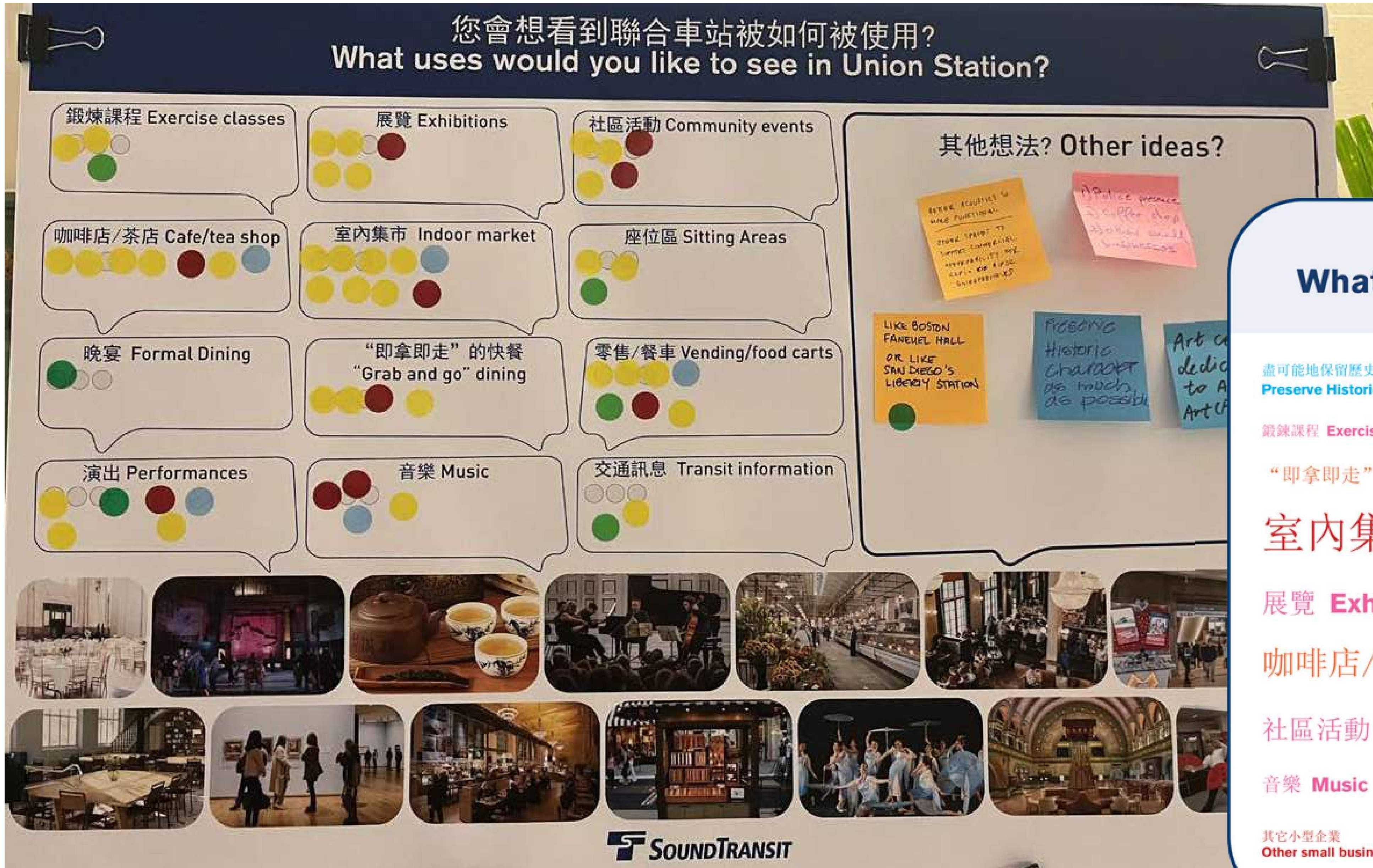




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SOUNDTRANSIT

聯合車站的潛在用途
Union Station potential uses





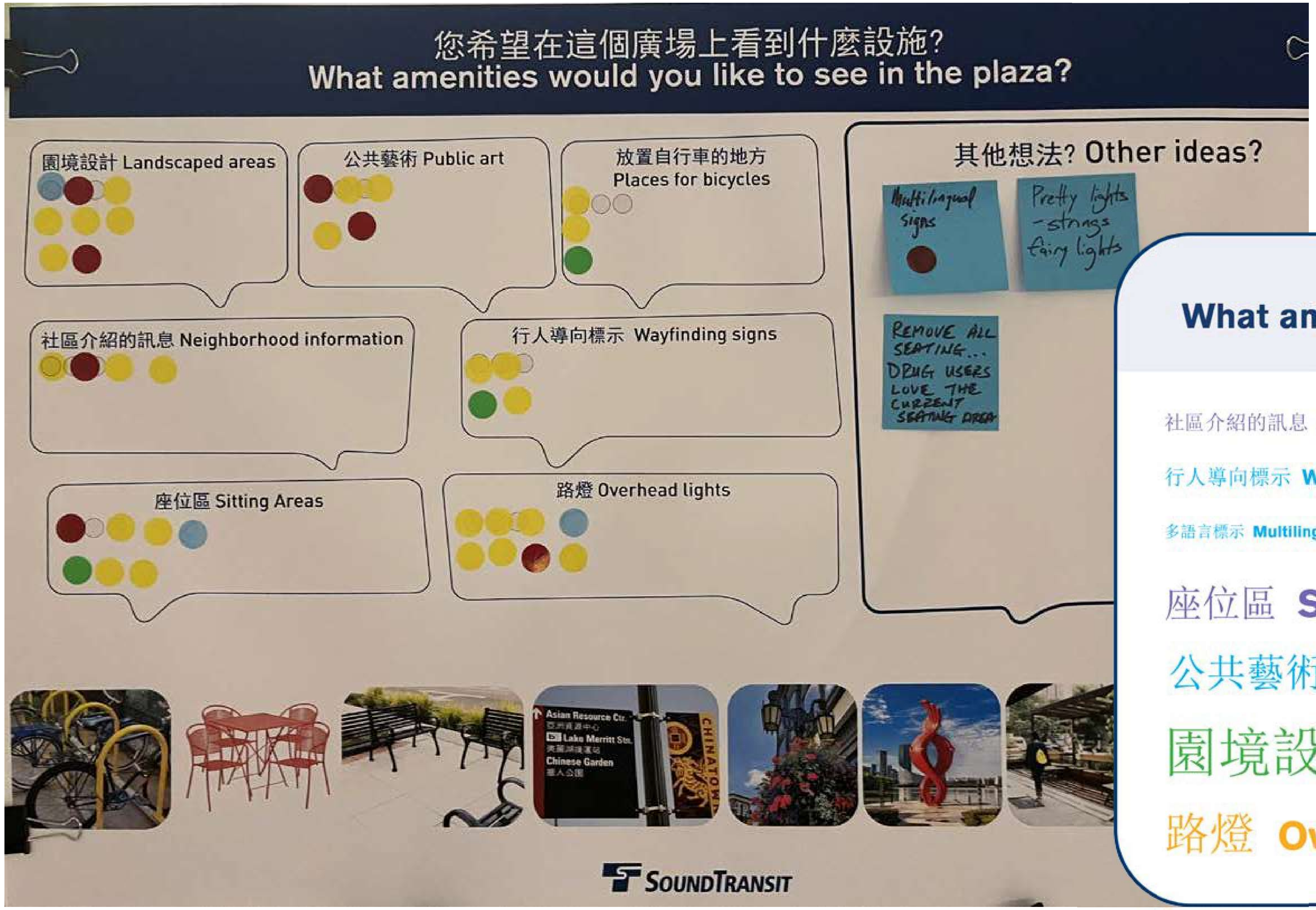
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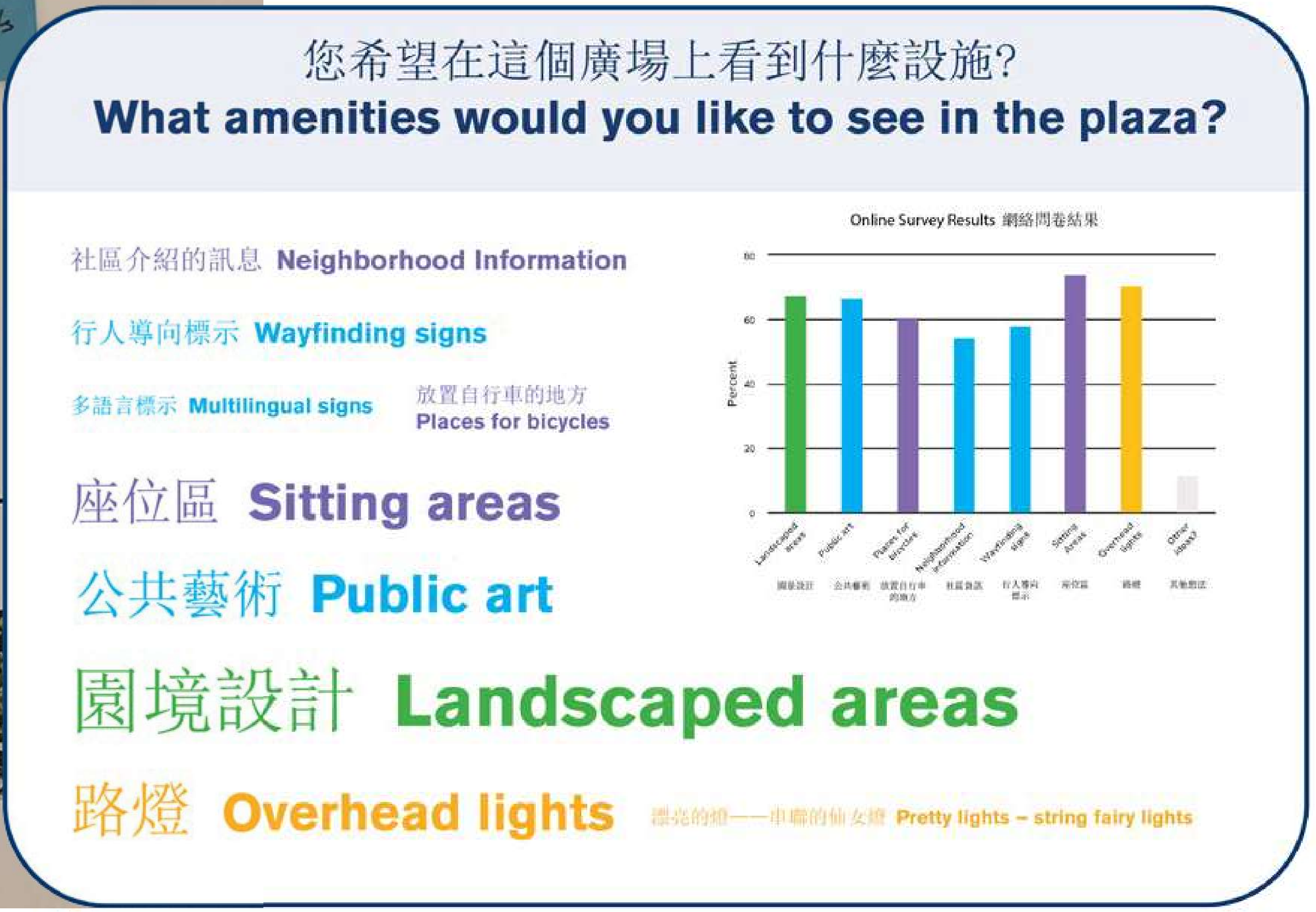
廣場潛在用途
Plaza potential uses



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廣場潛在便利設施
Plaza potential amenities

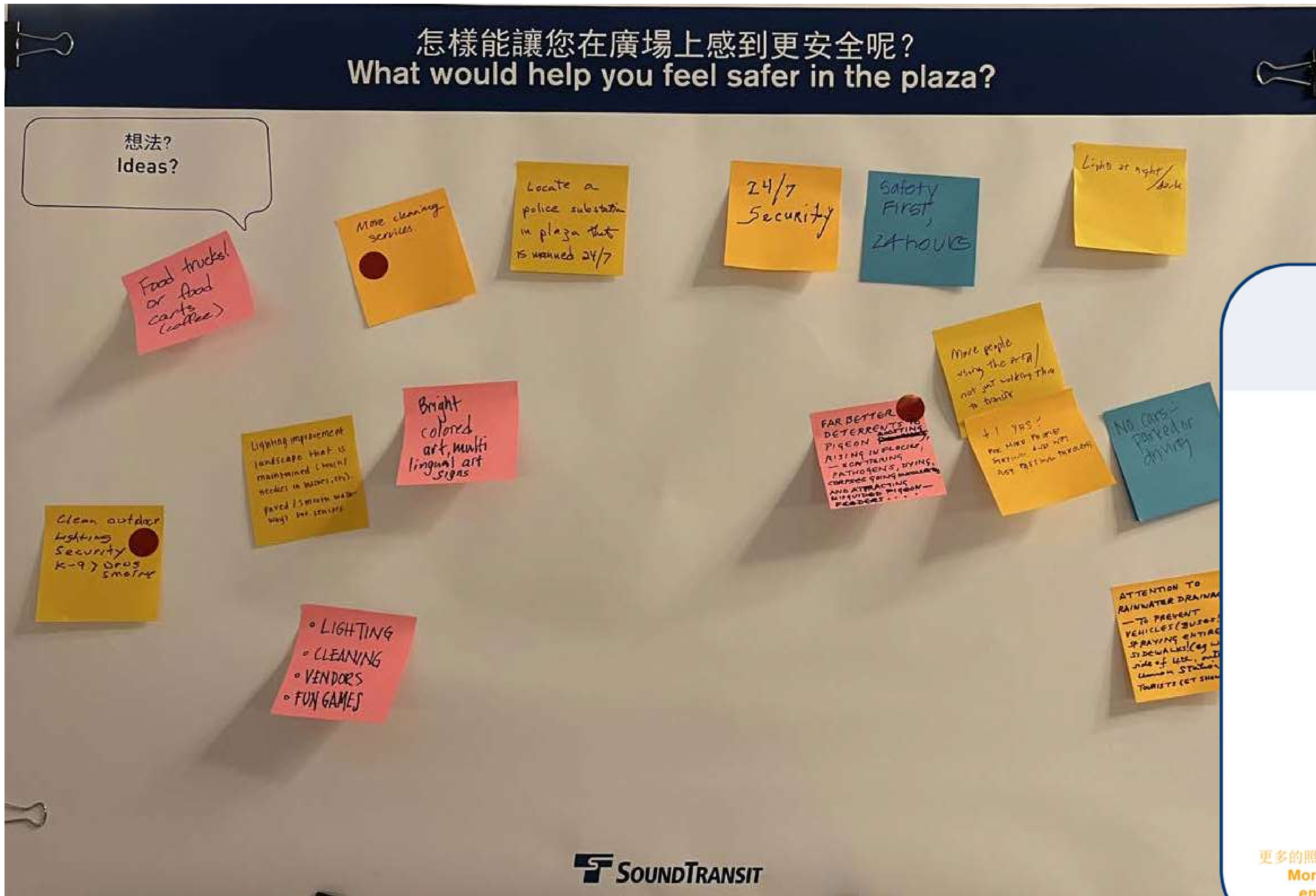




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SoundTransit

廣場公共安全
Plaza public safety



怎樣能讓您在廣場上感到更安全呢？
What would help you feel safer in the plaza?

在廣場上設置一個24小時有人當值的警務站
Locate a police substation in plaza that is manned 24/7

晚上入黑要多街燈
Lights at night/dark

希望有更多人來光臨這區/不只是走過的遊客
More people visiting the area/ not just walking through to tourist

有24小時的安全感
Safety first, 24 hours

一個熙熙攘攘的社區：人們在吃飯、社交和放鬆
A bustling community; people eating, socializing and relaxing

更多的照明、食品車和現場表演，鼓勵更多有組織的入夜後活動
More lighting, food carts and live performances to encourage more organized after dark activities

安全攝像機
Security cameras

緊急電話
Emergency phones

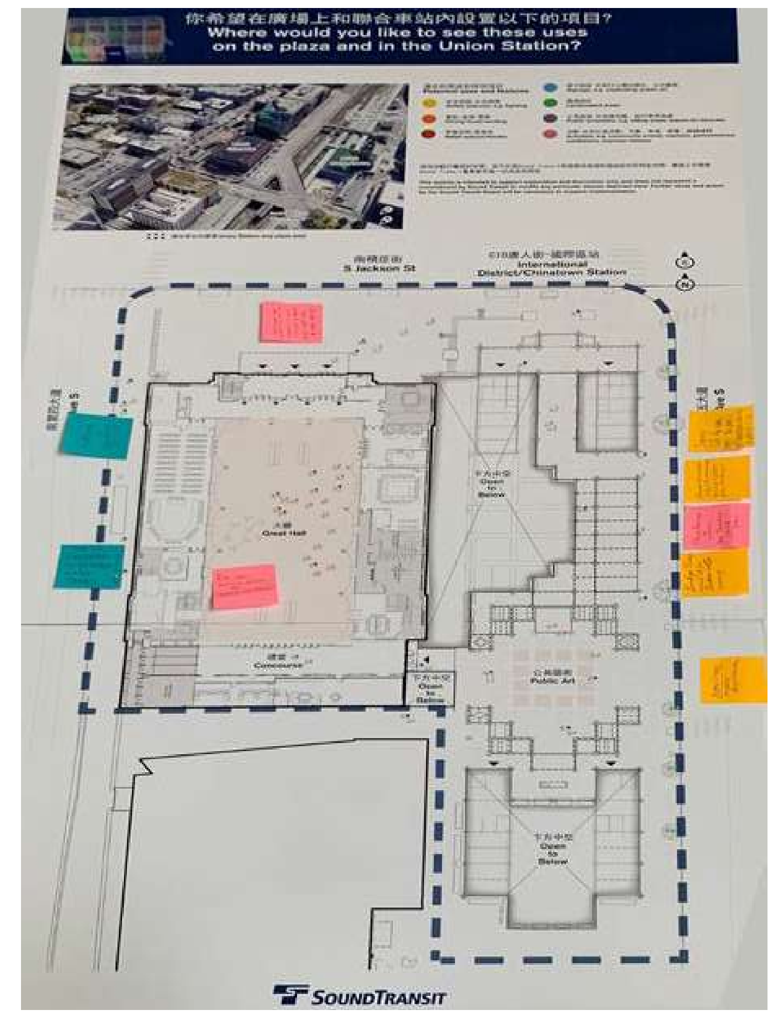
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定位活動
Locating activities



研討會二和三
定位活動

Workshop #2 & #3
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SOUNDTRANSIT

Jackson Hub 過去的工作
Jackson Hub past work



摘要來自 Jackson Hub ——重新連接社區。（2019 年 3 月）
Pages from Jackson Hub – Reconnecting Neighborhoods. (March 2019)

激活潛在的願景
A potential vision for activation





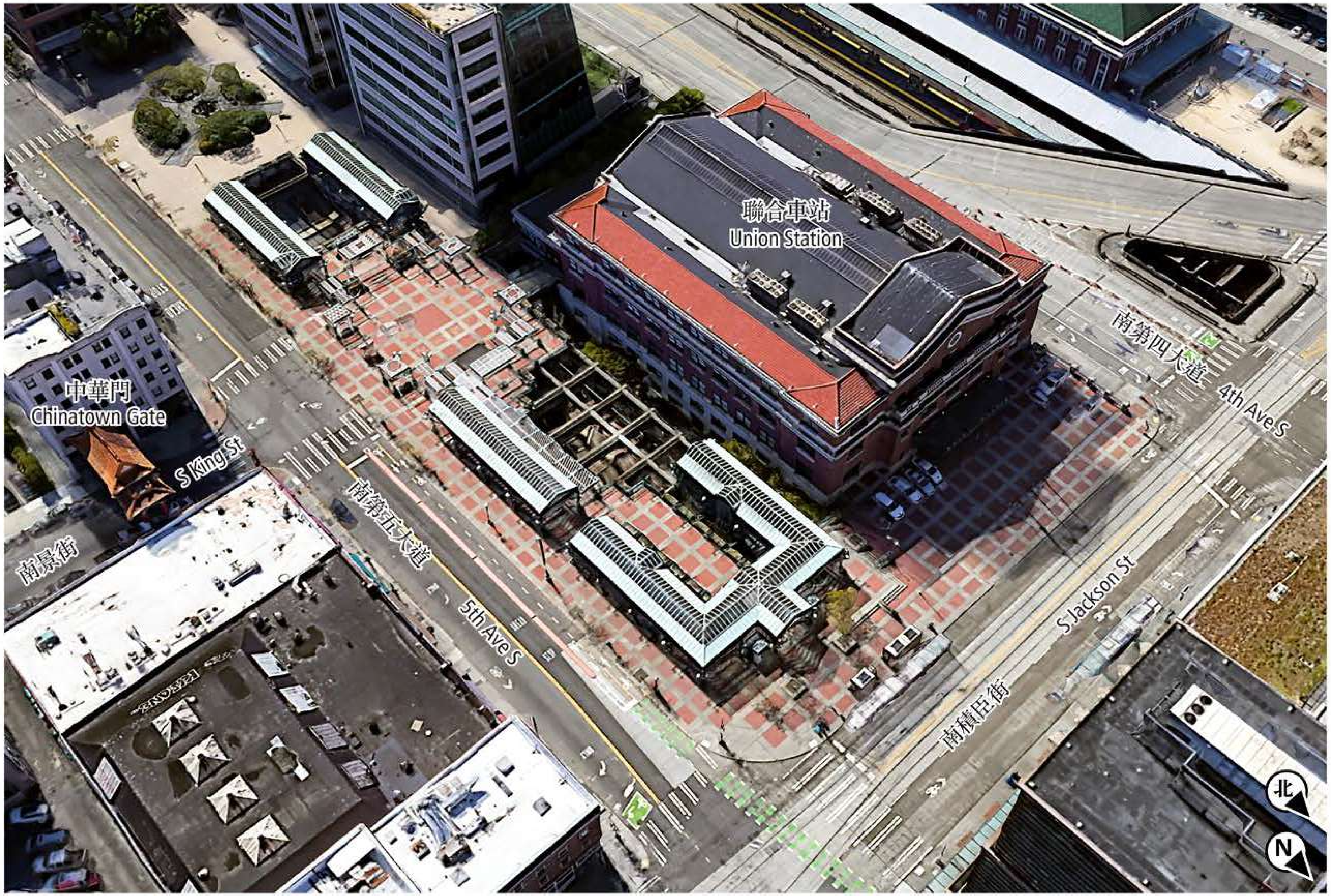






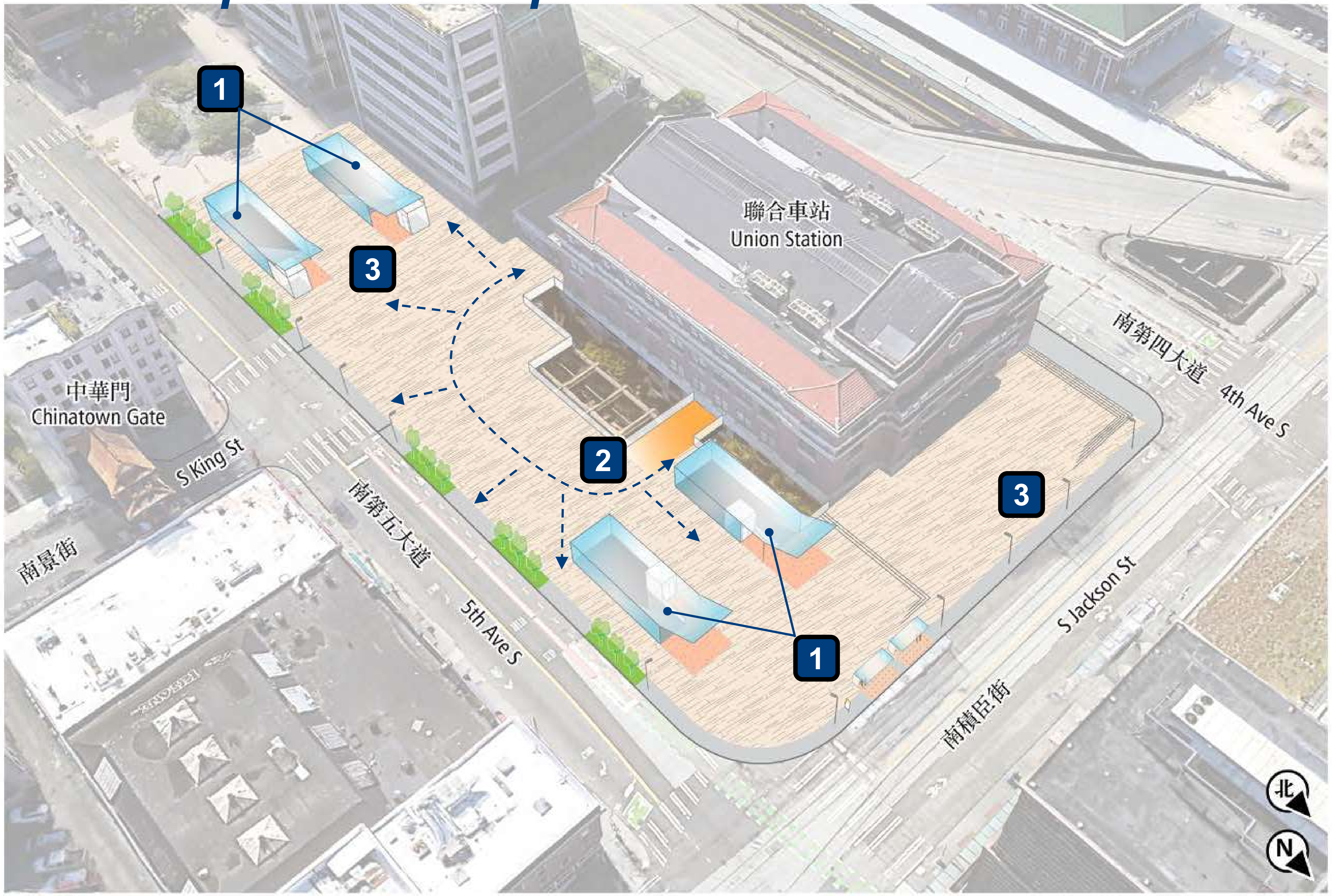


現有車站廣場
Existing Station Plaza



SOUNDTRANSIT

新車站廣場構思
Station plaza concept



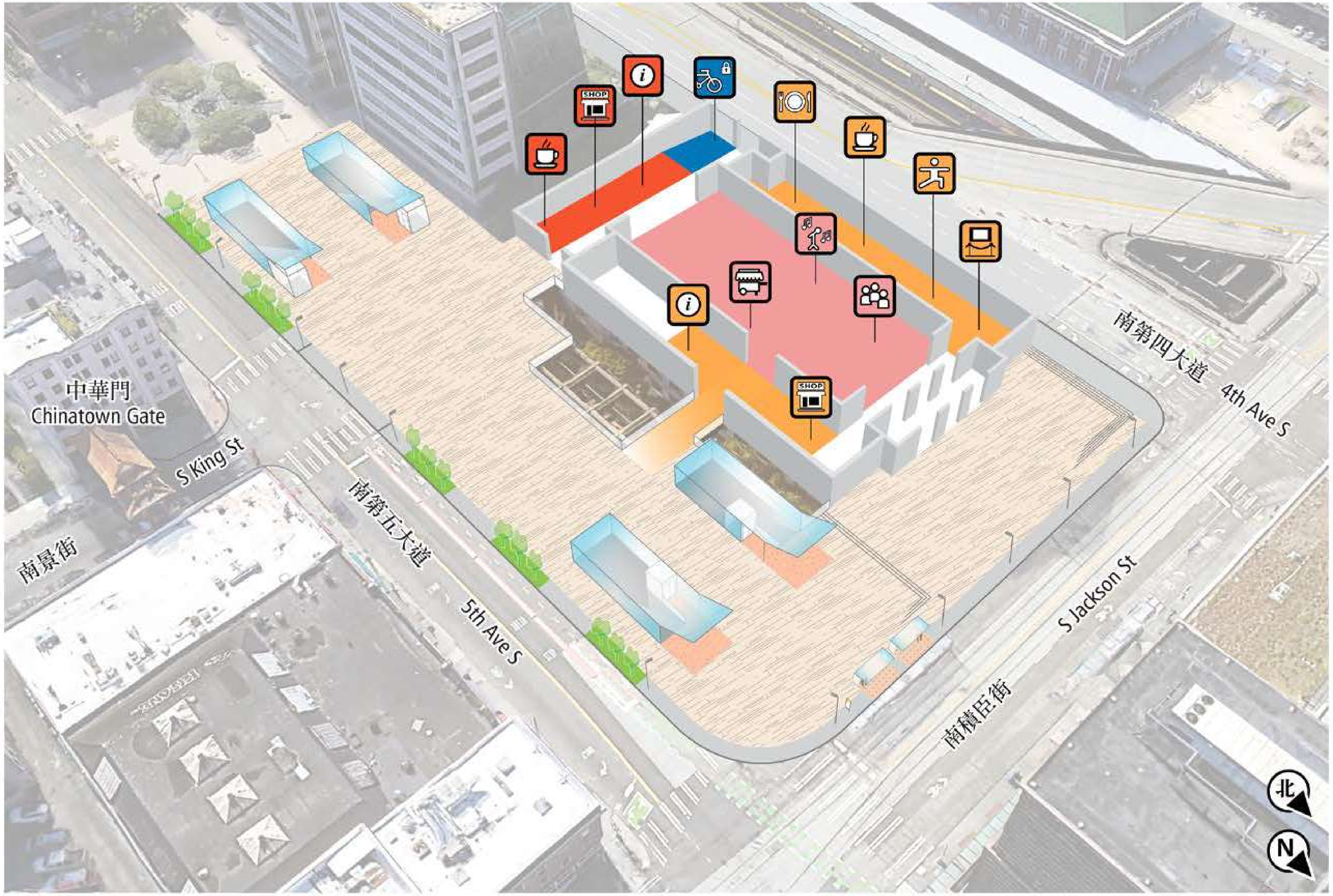
1 *更換車站出入口簷篷*
Replace station entry canopies

2 *打通廣場並連接到聯合車站建築物東面表面*
Open up plaza and connect into Union Station east facade

3 *安裝新的統一路面和照明格式*
Install new unified paving and lighting scheme

由過去的規劃研究和最近的社區意見提供的初步概念。 需要進一步的工程設計。
Preliminary concept informed by past planning studies and recent community input. Further design and engineering required.

聯合車站激活
Union Station activation

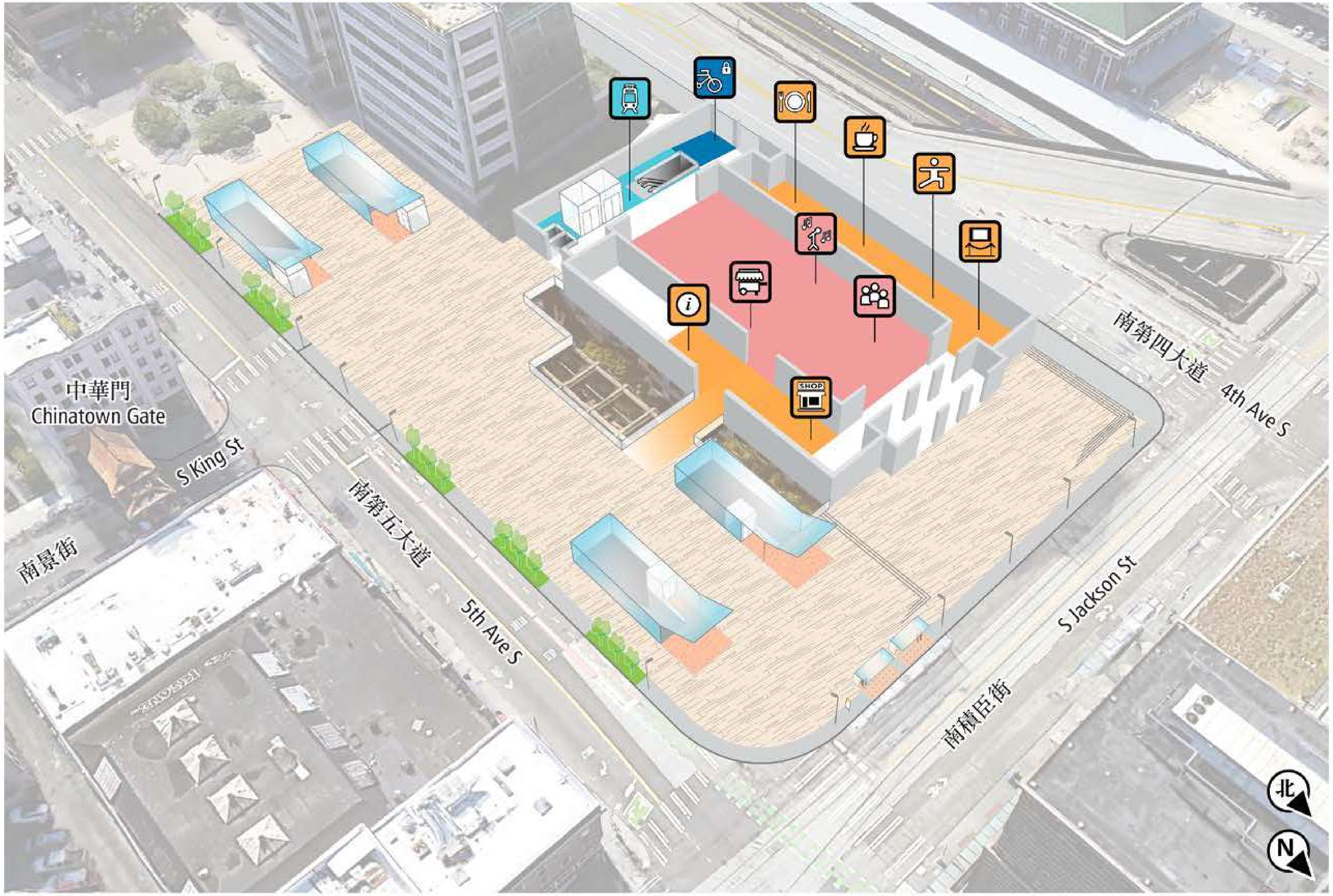


聯合車站內 Inside Union Station

社區活動 Community events	餐廳 Dining
音樂/表演 Music/performance	小食/咖啡店 Cafe
零售/餐車 Vending/food carts	活動與趣班 Classes
公共單車存放處 Public bike storage	展覽廳 Gallery
交通詢問處 Transit info	快閃活動 Pop-ups
零售處 Retail	詢問處 Kiosk
小食/咖啡店 Cafe	

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聯合車站激活 – 第四大道站出入口
Union Station activation – with 4th Ave station entrance

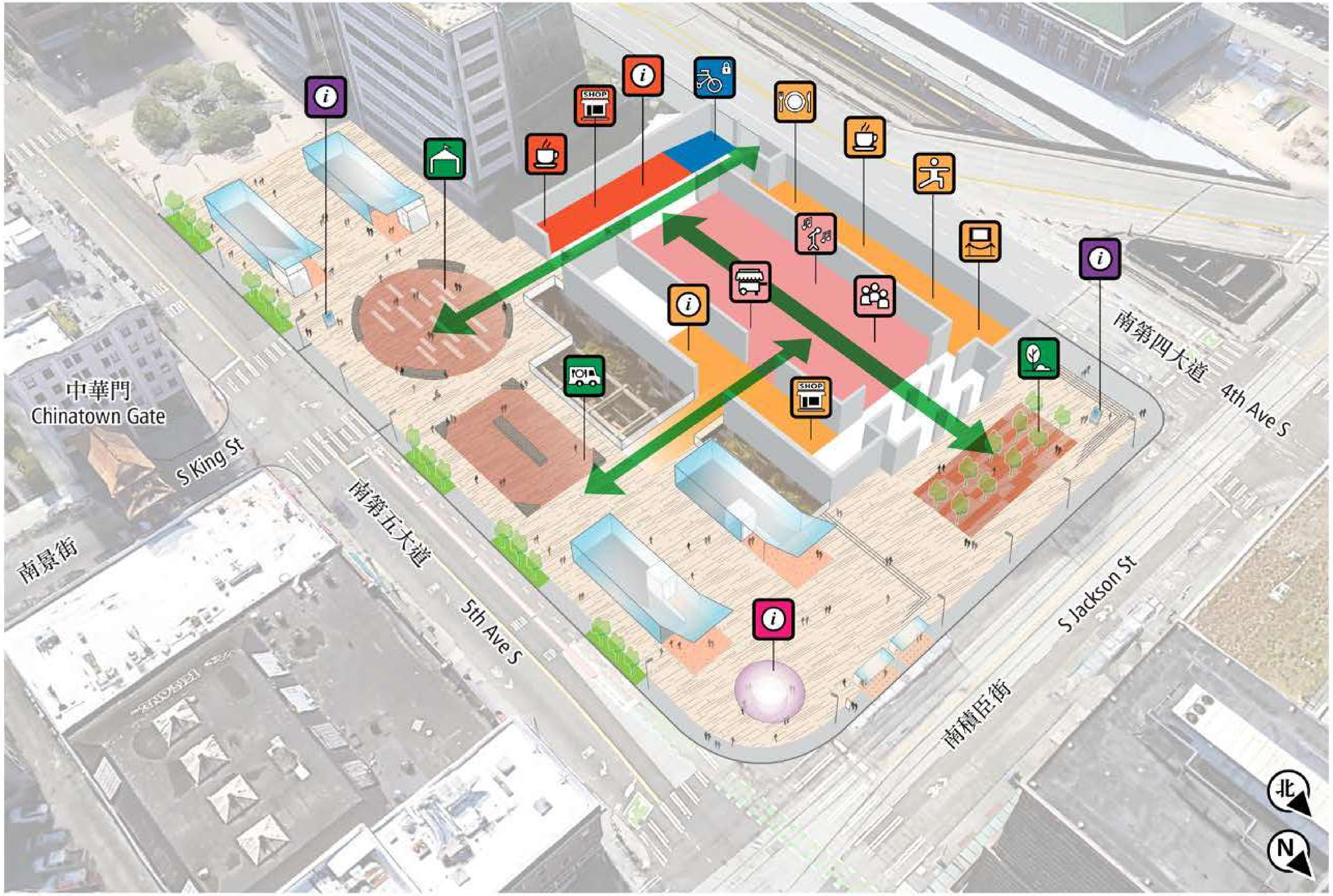


聯合車站內 Inside Union Station

- 社區活動 Community events
- 音樂/表演 Music/performance
- 零售/餐車 Vending/food carts
- 公共單車存放處 Public bike storage
- 第四大道車站出入口 4th Ave station entrance
- 餐廳 Dining
- 小食/咖啡店 Cafe
- 活動興趣班 Classes
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聯合車站和廣場的概念和用途
Union Station, plaza concept and uses



聯合車站內 Inside Union Station

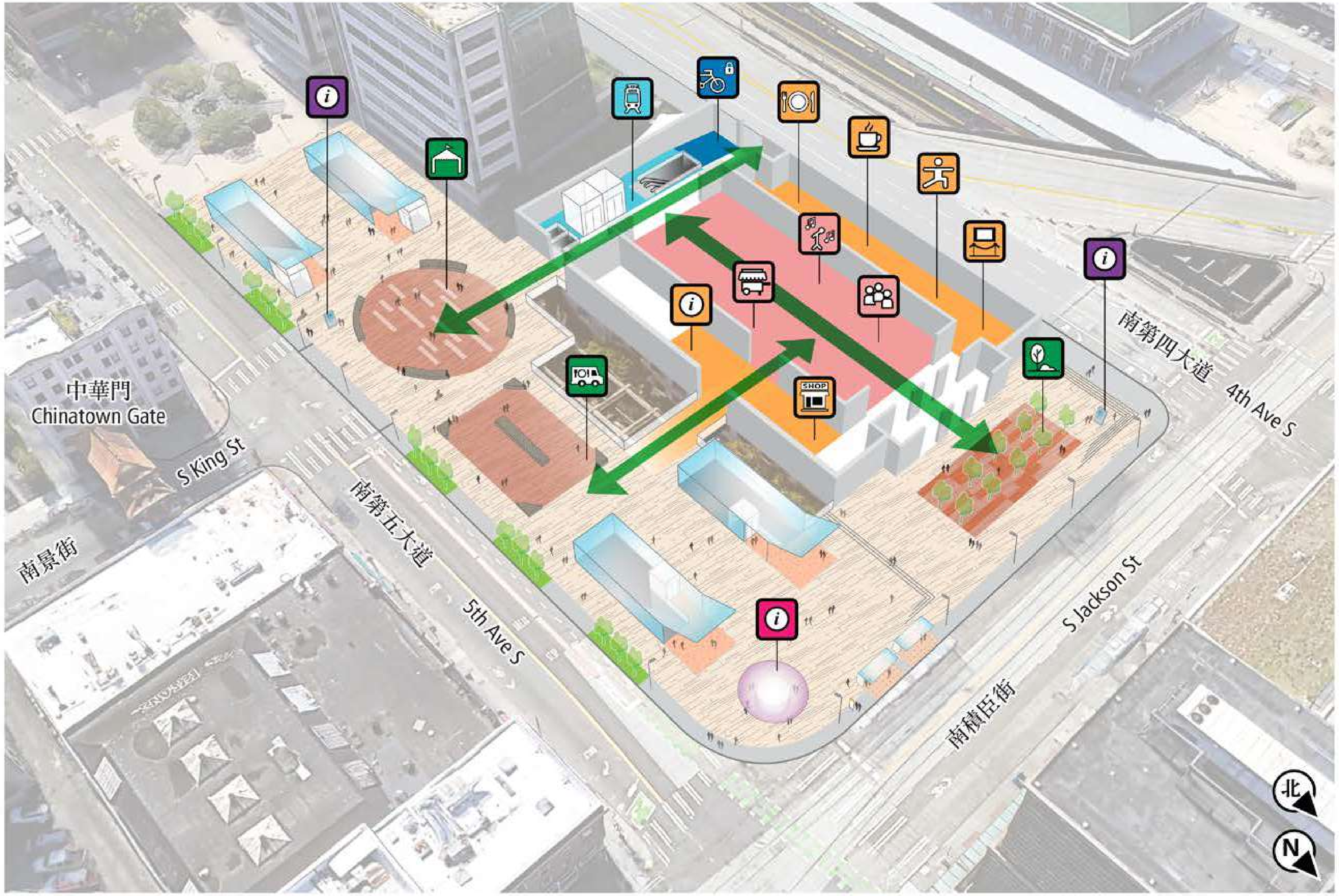
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- 展覽廳 Gallery
- 快閃活動 Pop-ups
- 詢問處 Kiosk

車站廣場 Station plaza

- 行人導向標示 Wayfinding
- 公用廣場/園林景觀/藝術 Open plaza/landscape/art
- 詢問亭（有當席人員） Kiosk (with staff)
- 季節性市場/飲食/座位區 Seasonal market/food/seating
- 室外活動/表演/彈性空間 Events/performance/flexible space

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聯合車站和廣場的概念和用途 –第四大道站出入口
Union Station, plaza concept and uses – with 4th Ave station entrance



聯合車站內 Inside Union Station

- 社區活動 Community events
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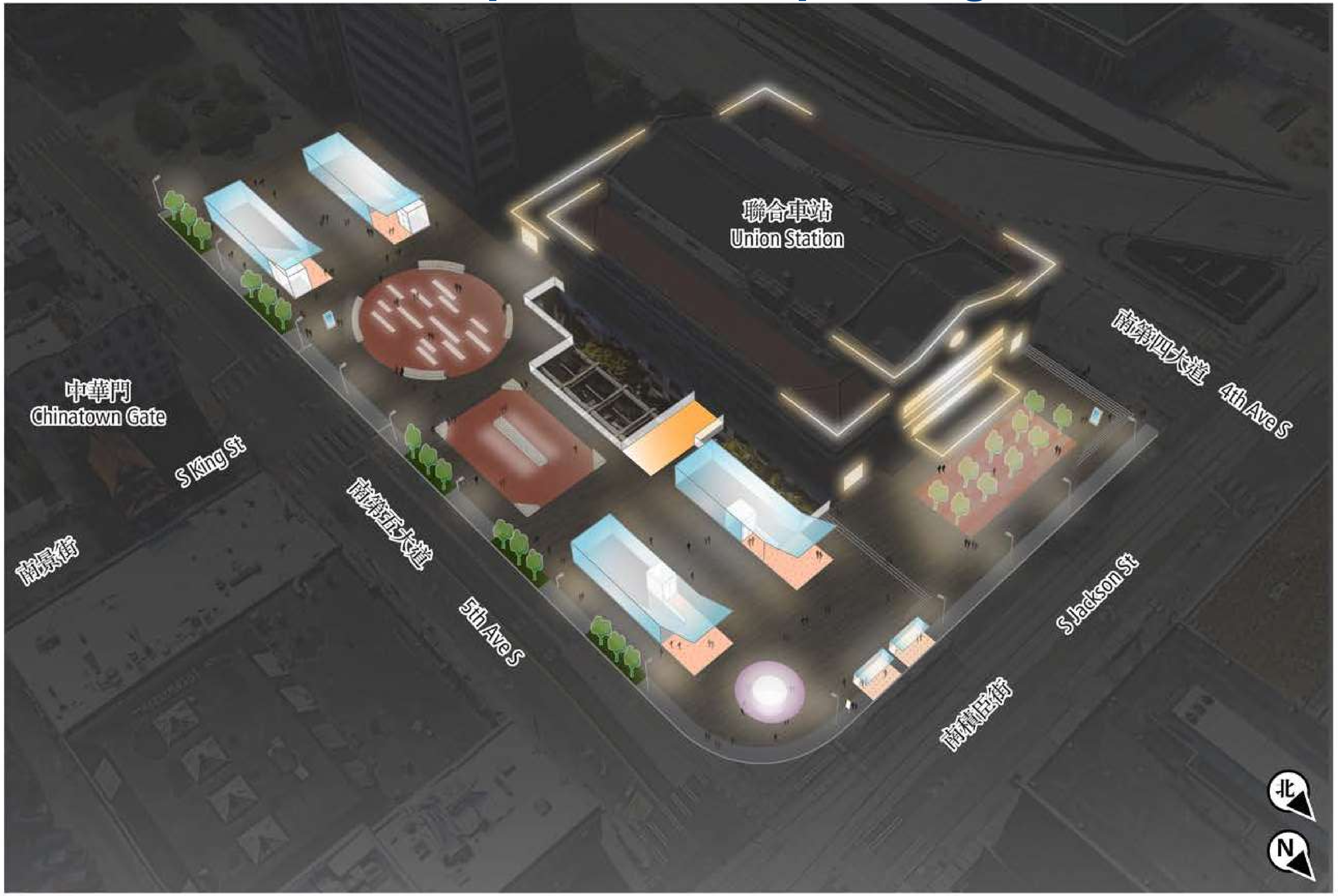
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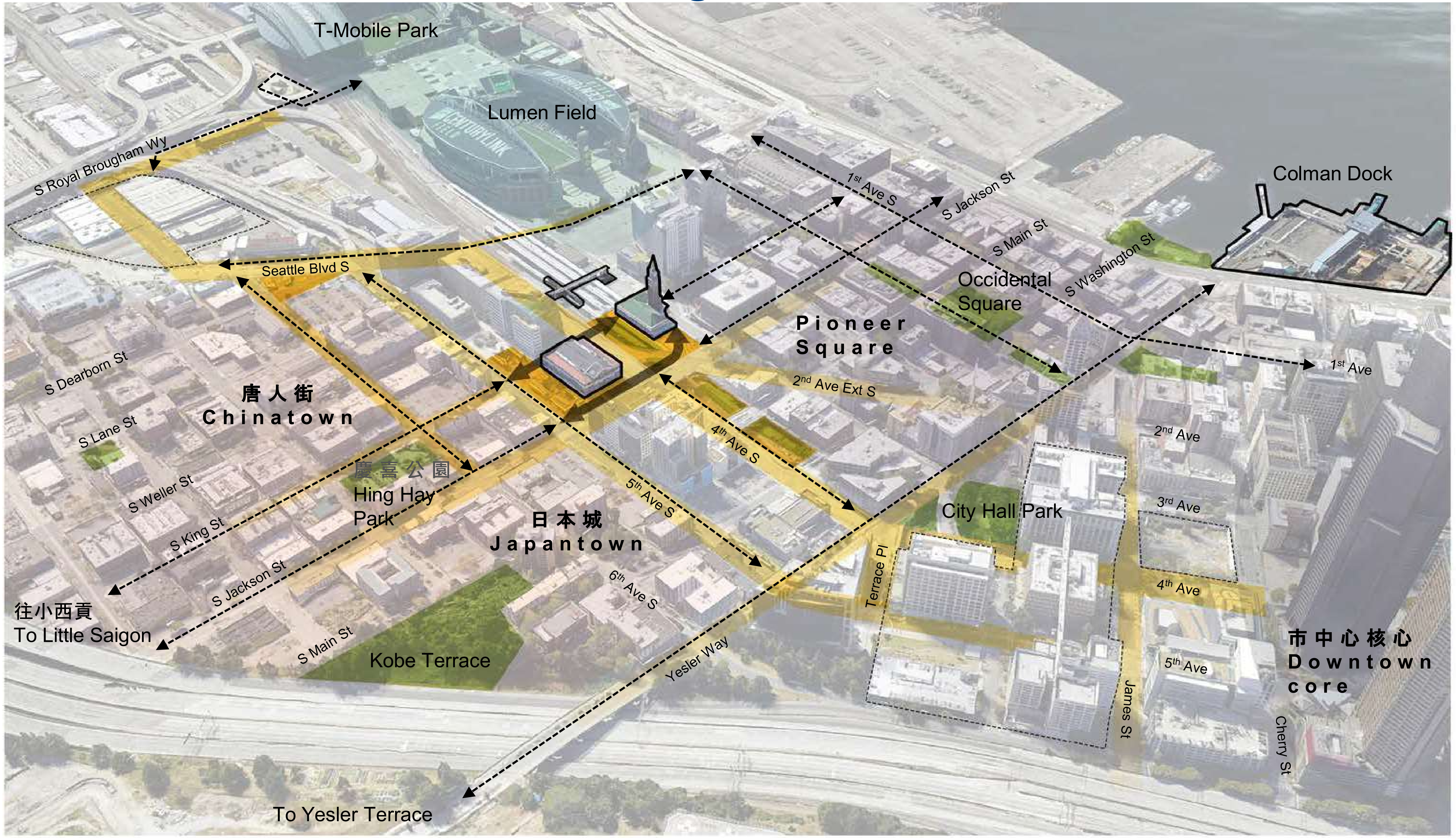
SOUNDTRANSIT

聯合車站和廣場概念—夜間方案
Union Station and plaza concept – night scheme



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歷史悠久的車站樞紐和連接社區
Historic station hub and neighborhood connections



公共廣場（現有的和潛在的）
Public plaza (existing and potential)

步行街（現有的和潛在的）
Pedestrian-focused street (existing and potential)

公共公園
Public park

計劃的未來發展
Planned future development

重點步行路線
Key walking route

由過去的規劃研究和最近的社區意見提供的初步概念。 需要進一步的工程設計。
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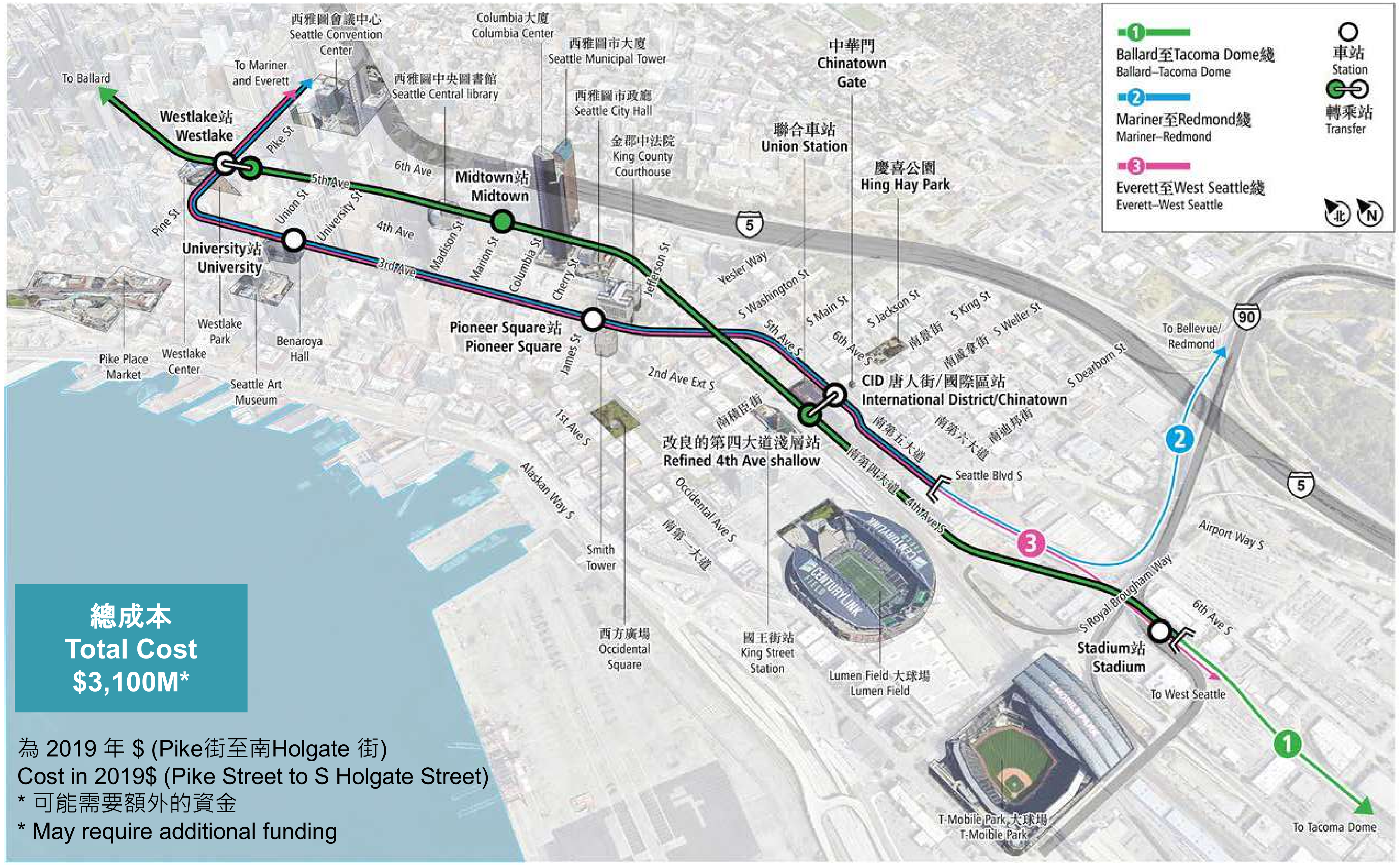
進一步研究總結:

改良的第四大道淺層站 + Midtown站

Further study summary:

Refined 4th Shallow + Midtown

改良的第四大道淺層站 + Midtown站
Refined 4th Ave Shallow + Midtown



總成本
Total Cost
$3,100M*

為 2019 年 $ (Pike街至南Holgate 街)
Cost in 2019$ (Pike Street to S Holgate Street)
* 可能需要額外的資金
* May require additional funding

載客量和乘客體驗
Ridership and passenger experience

一號線在三個車站上的每日登車人次總和 Total 1 Line daily boardings at 3 stations	**55,000 乘客 passengers**
第四大道淺層站換乘時間 Transfer time at 4th Ave Shallow	**3分 10 秒 3m 10s**
車站深度 Station Depth	
Midtown 站 Midtown	**195-205 英尺 feet**
第四大道淺層站 4th Ave Shallow	**80 英尺 feet**

社區和區域交通連接
Community and regional access

慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station	**39 分鐘 minutes**
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station	**46 分鐘 minutes**
Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City	**41 分鐘 minutes**

初步研究結果。分析仍在進行中，可能會作出變更 。
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SOUNDTRANSIT

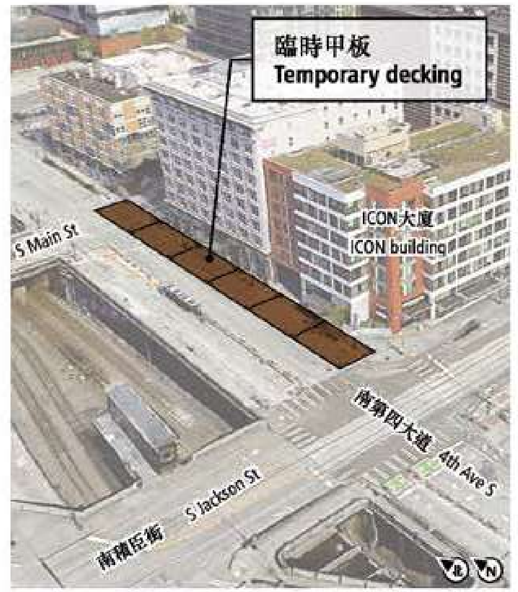
第四大道淺層方案 - 施工要點與支援策略
4th Avenue Shallow - construction key findings and supporting strategies

要點 **1** Key finding

可將ICON居民遷移期間從4年減少到兩次，每次為期2個月
ICON displacements can be reduced from 4 years to two 2 months periods

支援策略 Supporting Strategies

1a 在第四大道安裝臨時甲板，允許地下施工繼續進行
Install temporary decking on 4th Avenue to allow construction below grade to continue



要點 **3** Key finding

第四大道部分車道關閉時間可縮短近1年
Reduction in duration of partial closure on 4th Avenue by 1 year

支援策略 Supporting Strategies

3a 分段施工放棄採用臨時甲板，為第四大道高架橋建造永久結構
Stage construction without temporary decking. Build permanent structure for 4th Ave viaduct



要點 **2** Key finding

通過一系列策略可減少施工時的噪音和空氣質量影響
Reduction in noise and air quality construction effects through a range of strategies

支援策略 Supporting Strategies

2a 盡量減少空氣質量影響的措施（包括覆蓋卡車裝載、卡車引擎空轉限制、車輪清洗等）
Measures to minimize air quality impact (cover truck loads, truck idling restrictions, wheel washing, etc.)

2b 盡量減少噪音影響的措施（隔音屏障，盡可能讓嘈雜的設備和活動遠離噪音敏感地點等）
Measures to minimize noise impact (noise barriers, keep noisy equipment and activities away from noise-sensitive locations as much as possible, etc.)





要點 **4** Key finding

可減少對BNSF鐵路的潛在影響，但將建設工期延長1年
Reduction in potential impacts to BNSF, but lengthens construction duration by 1 year

支援策略 Supporting Strategies

4a 使用不同的施工方法來支撐開挖牆（例如改用割線樁牆而不採用泥漿牆）
Use different construction method for support of excavation walls (such as secant pile walls instead of slurry walls)





初步研究結果。分析仍在進行中，可能會作出變更 。
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SOUNDTRANSIT

第四大道淺層方案 - 交通要點與潛在策略
4th Avenue Shallow - traffic key findings and potential strategies

要點 1 Key finding
大量行駛交通需要繞道到其他地方
Substantial traffic would need to divert elsewhere

潛在策略 Potential Strategies

- **1a** 將行駛交通轉移到其他道路，例如 SR 99、I-5、Alaskan Way和第一大道
  Divert traffic to other roadways such as SR 99, I-5, Alaskan Way, and 1st Ave
- **1b** 探索增加繞行路線交通流量的潛力
  Explore potential to add capacity to detour routes
- **1c** 探索建造臨時 I-5 逆流車道想法以舒緩繞行路線上增加的行駛交通
  Explore ideas such as creating a temporary I-5 contraflow lane to accommodate increased traffic on detour routes
- **1d** 提供交通信息, 乘搭其他交通工具改動的資訊, 和增強使用其他交通工具服務
  Provide information, access, and enhancement to other modes

要點 2 Key finding
巴士路線和街車服務將受到影響
Transit routes and streetcar service would be impacted

潛在策略 Potential Strategies

- **2a** 指定一條巴士專用的走廊（即第五大道）以保持巴士服務速度並提供CID唐人街-國際區巴士服務
  Designate a dedicated transit corridor (i.e., 5th Ave) to maintain transit speeds and provide access to CID

要點 3 Key finding
行人繞路會增加步行時間5-10分鐘
Detours could add 5-10 minutes to walk time

潛在策略 Potential Strategies

- **3a** 辨認行人繞行路線
  Identify pedestrian detour routes
- **3b** 興建臨時行人道和行人過馬路橫道，方便行人出行
  Construct temporary pathways and crosswalks to facilitate pedestrian travel
- **3c** 在威拿街人行天橋關閉期間探索替代行人通道
  Explore alternative pedestrian pathway while Weller St Bridge is closed

要點 4 Key finding
如果不採取緩解措施，高峰時段可能會有 160-180 輛車分流到CID唐人街-國際區裡
Without mitigating measures, an additional 160-180 vehicles may divert into CID neighborhood during peak hour

潛在策略 Potential Strategies

- **4a** 將CID唐人街-國際區內部分區域指定為商業和當地人出入的專用區
  Designate portion of CID as business and local access only zone
- **4b** 探索限制行駛穿過交通的方法，例如轉彎限制和/或交通分流
  Explore ways to limit through traffic, such as turn restrictions and/or traffic diverters

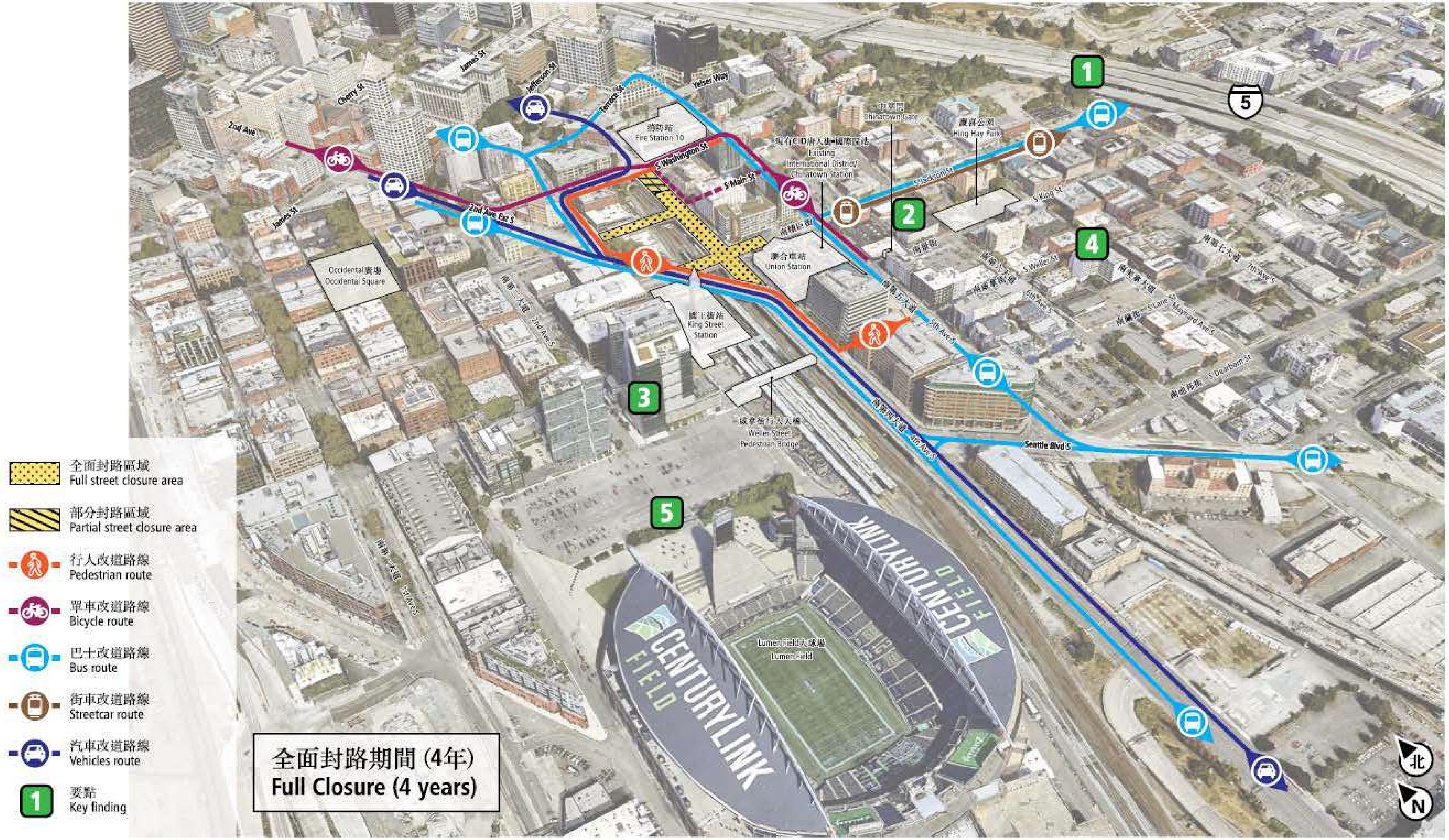
要點 5 Key finding
在大型活動期間，多條道路和人行道流量將達至/超出能力負荷
Multiple roadways and sidewalks would be at/over capacity during large events

潛在策略 Potential Strategies

- **5a** 鼓勵使用其他交通模式 (其他公共交通工具, 多人乘坐私家車, 等等.)
  Encourage use of other modes (transit, carpool, etc.)
- **5b** 在Lumen Field大球場以西和以北提供停車選擇，以防止交通進入CID唐人街-國際區/施工區域
  Provide parking options west and north of Lumen Field to keep traffic out of CID/construction area
- **5c** 實施方法以防止私人汽車 停泊在CID唐人街-國際區內
  Implement methods to prevent event parking within CID
- **5d** 實施比賽日繞行路線和需求管理策略
  Implement game day detour routes and transportation demand management strategies

第四大道淺層方案 - 全面封路區域和改道路線

4th Avenue Shallow - full closure and detour routes

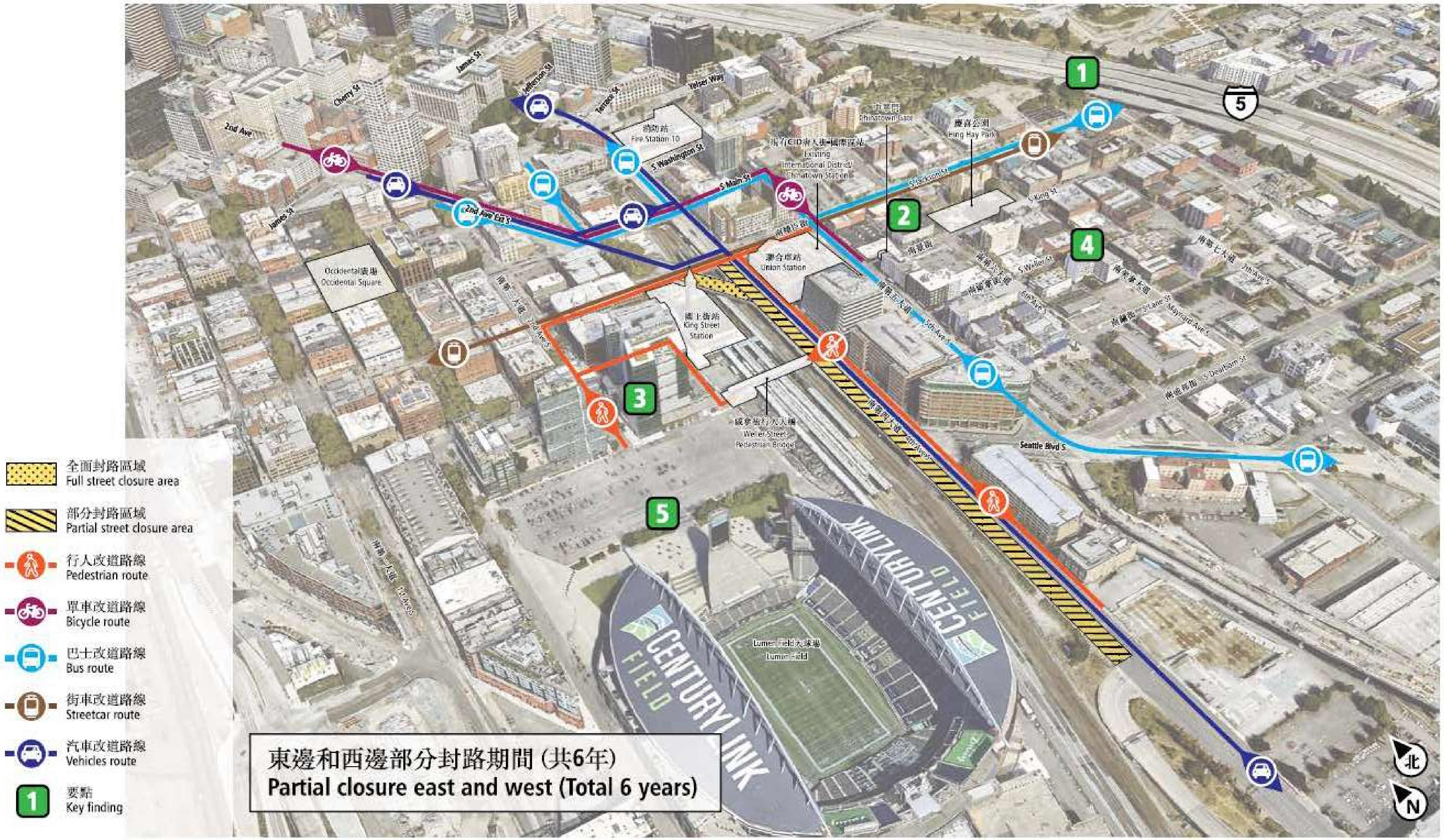


在 12.14.22 研討會上分享
Shared at 12.14.22 workshop

初步研究結果。分析仍在進行中，可能會作出變更 。
Preliminary findings. Analysis is ongoing and is subject to change.

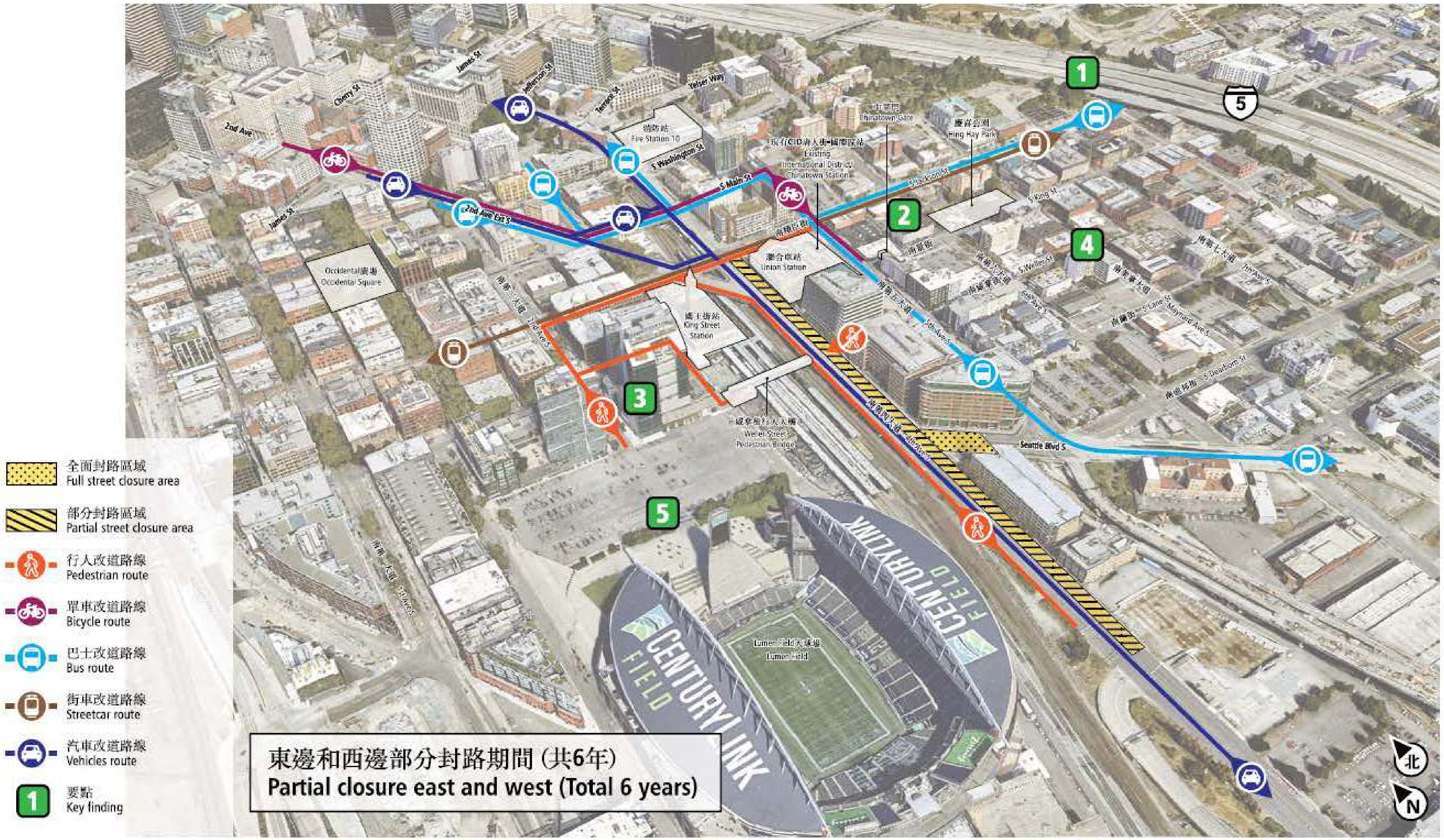
SOUNDTRANSIT

第四大道淺層方案 - 部分封路區域(西邊)和改道路線
4th Avenue Shallow - partial closure (west) and detour routes



初步研究結果。分析仍在進行中，可能會作出變更 。
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第四大道淺層方案 - 部分封路區域(東邊)和改道路線
4th Avenue Shallow - partial closure (east) and detour routes

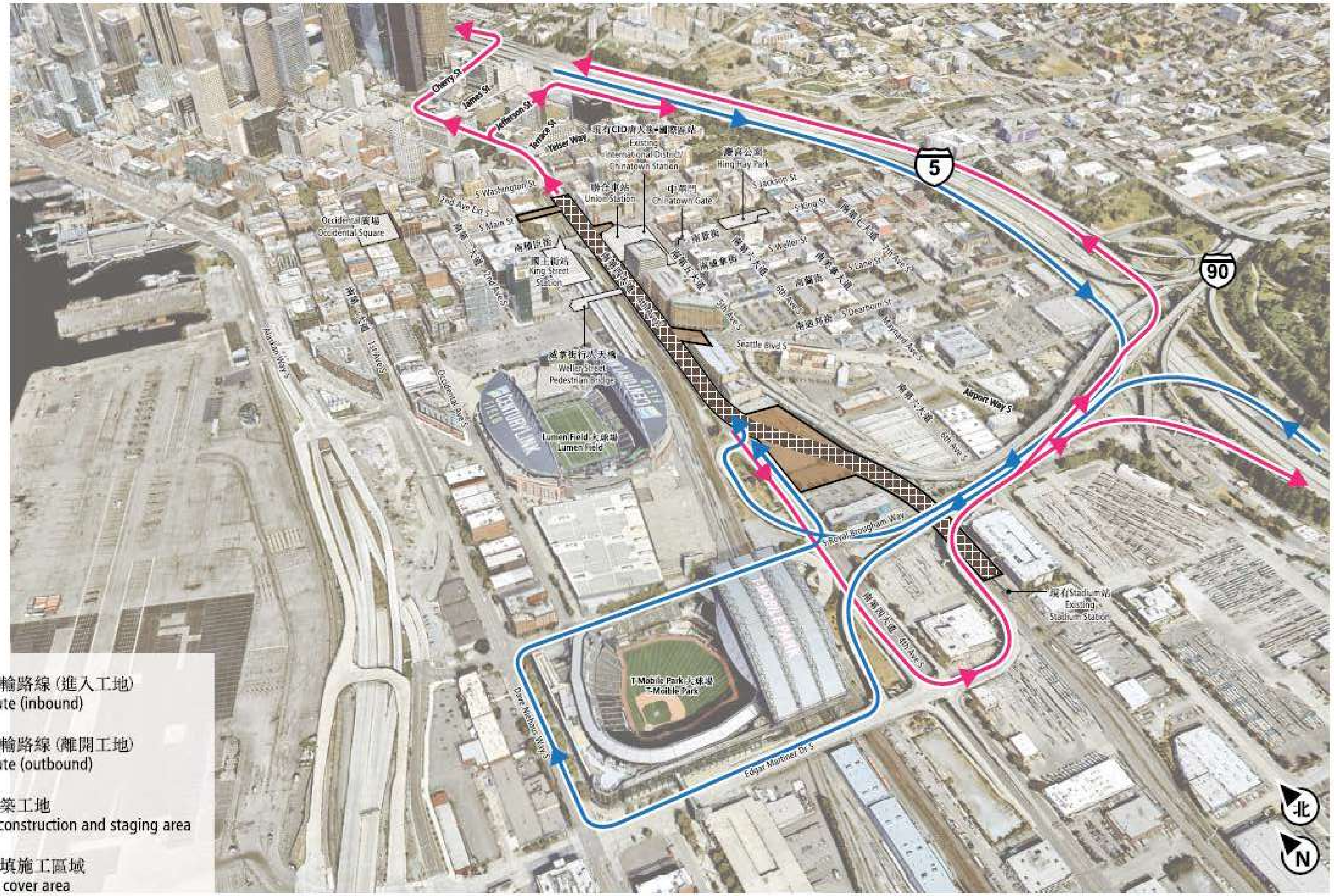


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SOUNDTRANSIT

第四大道淺層方案 - 車站建築工地和運輸路線
4th Avenue Shallow - station construction area and haul routes



▬ 施工運輸路線 (進入工地)
Haul route (inbound)

▬ 施工運輸路線 (離開工地)
Haul route (outbound)

▭ 車站建築工地
Station construction and staging area

▦ 明挖回填施工區域
Cut and cover area

初步研究結果。分析仍在進行中，可能會作出變更 。
Preliminary findings. Analysis is ongoing and is subject to change.

通風和緊急出口選項 – 第四大道淺層車站方案

Ventilation and emergency egress options - 4th Ave Shallow station

隧道通風的設計和運作
Design and operation of tunnel ventilation

- 車站兩端都需要通風
  Ventilation needed at both ends of station
- 輕軌車輛使用電力運作
  Light rail vehicles operate using electric power
- 通風扇僅在緊急情況下啟動，以排出隧道內的煙霧
  Vent fans would be activated only in emergencies to exhaust smoke from tunnel
- 通風扇每月短暫運行一次，目的是測試其有效性
  Vents are run once a month for a brief period to validate functionality
- 結構的高度決定在與運作的建築距離
  Structure height determined by proximity to occupied buildings

案例 Examples



這個緊急出口位於波士頓的車站結合了凳子和遮陽棚
Incorporating benches and weather protection at a station emergency egress stair in Boston



位於西雅圖UW車站的垂直通風口
Vertical ventilation at UW Station in Seattle



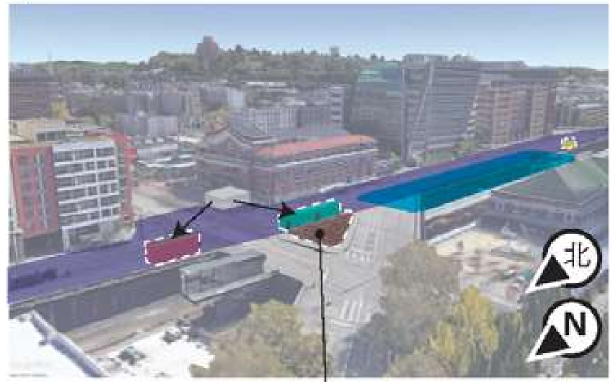
這個波士頓的例子將通風設施與歷史建築結合
This example in Boston illustrates an example of integrating ventilation with historic building

以上圖表展示車站的地點和構造並非按比例繪製，目的只僅供參考和說明。

南積臣街北邊的兩端
Both north of South Jackson Street



分布於南積臣街的兩端
Split on either side of South Jackson Street

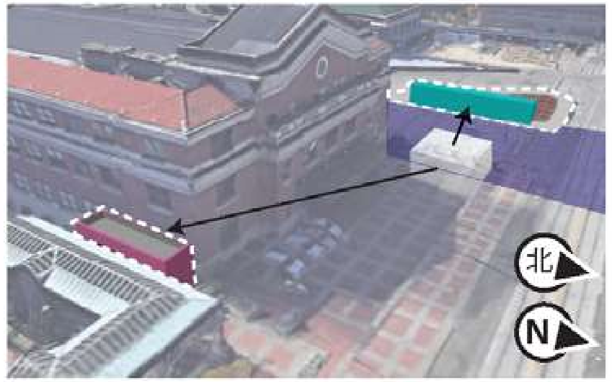


有可能需要在這個位置加一個上蓋
Potential need to add a lid in this location

聯合車站的東側和南積臣街的南端
East side of Union Station and south of South Jackson Street



有可能需要在這個位置加一個上蓋
Potential need to add a lid in this location



圖例
Legend

- 《環境影響報告草案》北部隧道通風和緊急出口位置 / DEIS location for North Tunnel Ventilation and Emergency Egress
- 北部隧道通風 / Ventilation Building - North Tunnel
- 南部隧道通風 / Ventilation Building - South Tunnel
- 北部緊急出口 / Emergency Egress North
- 高架橋更換工程 / Viaduct replacement work
- 車站位置 / Station Location

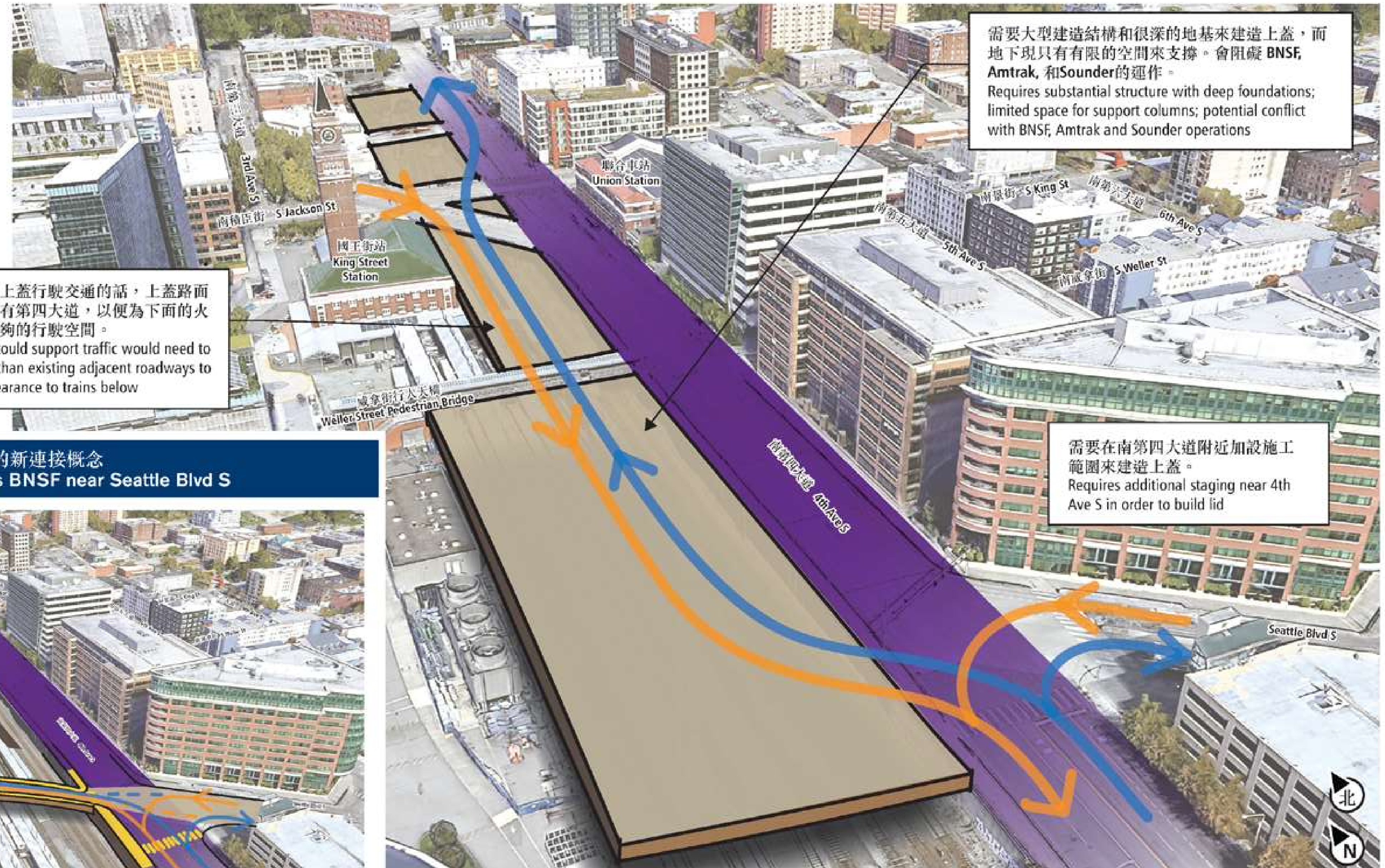
SOUNDTRANSIT

Diagrams are an approximate representation of station location for illustrative purposes only. 11/16/2022

《環境影響報告草案》第四大道淺層方案車站加建上蓋概念:社區提出第四大道交通繞道構想

Lid concept for Draft EIS 4th Shallow station – community proposed 4th Ave traffic detour idea

- 道路工程的界限 / Limits of roadway construction
- 上蓋 / Lid
- 往北行繞道 / Northbound detour
- 往南行繞道 / Southbound detour



其他構想: 近Seattle Blvd S橫過BNSF的新連接概念
Other idea: new connection across BNSF near Seattle Blvd S

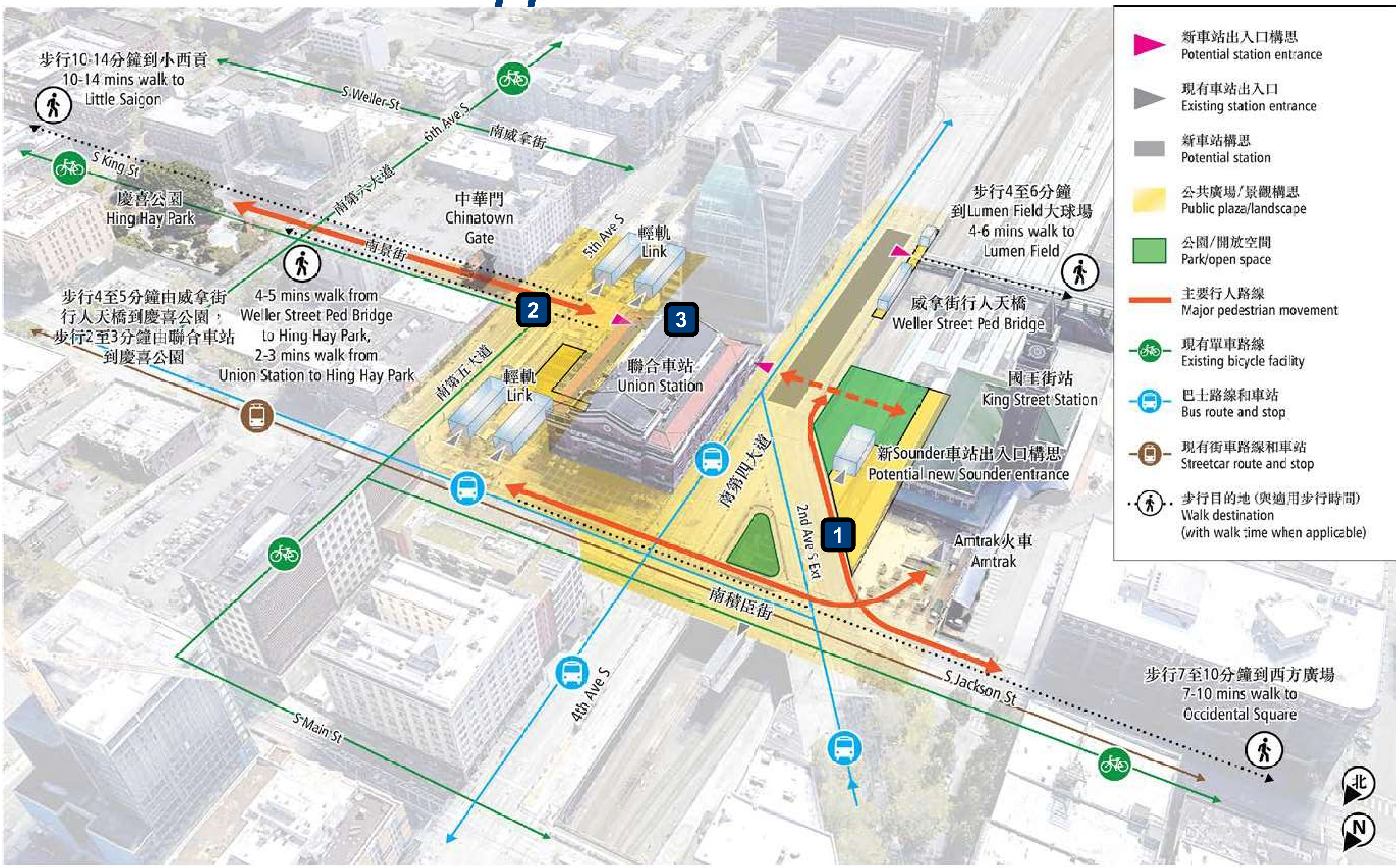


以上圖表僅展示社區要求的構想，目的只供討論。此構想尚未有作進一步設計。
Diagram illustrates community-requested concept for discussion purposes only. Concepts have not been engineered.

SOUNDTRANSIT

11/16/2022

南第四大道淺層: 機遇與問題
4th Ave Shallow: opportunities and issues



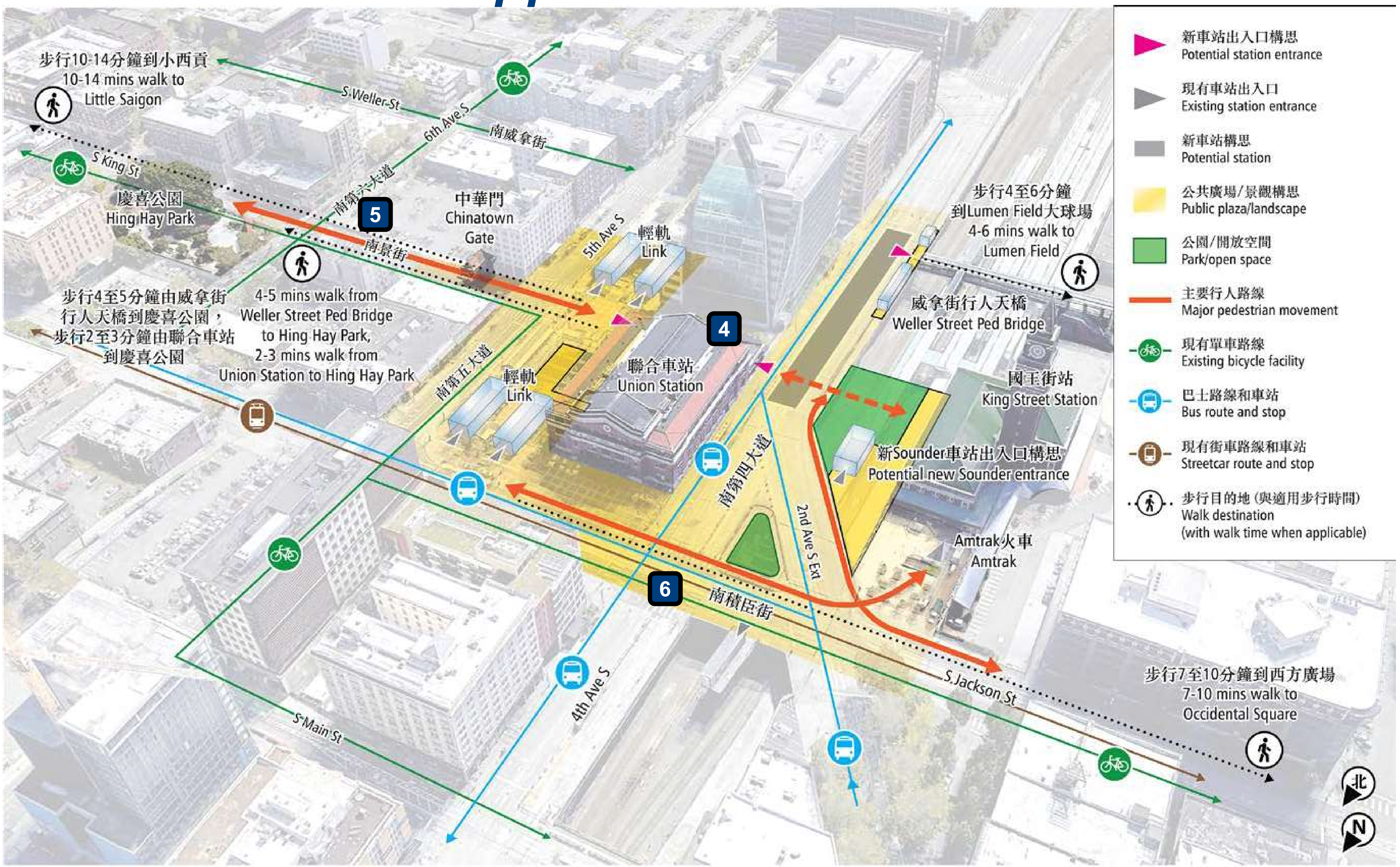
1 *具有公園空間, Sounder 車站入出口和活動空間的潛在上蓋*
Potential lid with park space, Sounder access, and space for activities

2 *改善和激活廣場空間, 創造充滿活力的空間, 將社區成員聚集在一起*
Improve and activate plaza space, to create lively space with uses to bring community members together

3 *車站大堂出入口將有助於激活聯合車站*
Station entrance in the concourse would help to activate Union Station

由過去的規劃研究和最近的社區和機政府構意見提供的初步概念。 需要進一步的工程設計。
Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

南第四大道淺層: 機遇與問題
4th Ave Shallow: opportunities and issues



4 *有良好的視線和光線充足的通道和南景街橫過南第四大道行人通道*

Visible and well-lit pedestrian connection to and across 4th Ave S at S King St

5 *通過綠色連接/節日街改善社區連接*

Improve neighborhood linkage with green connection/festival street

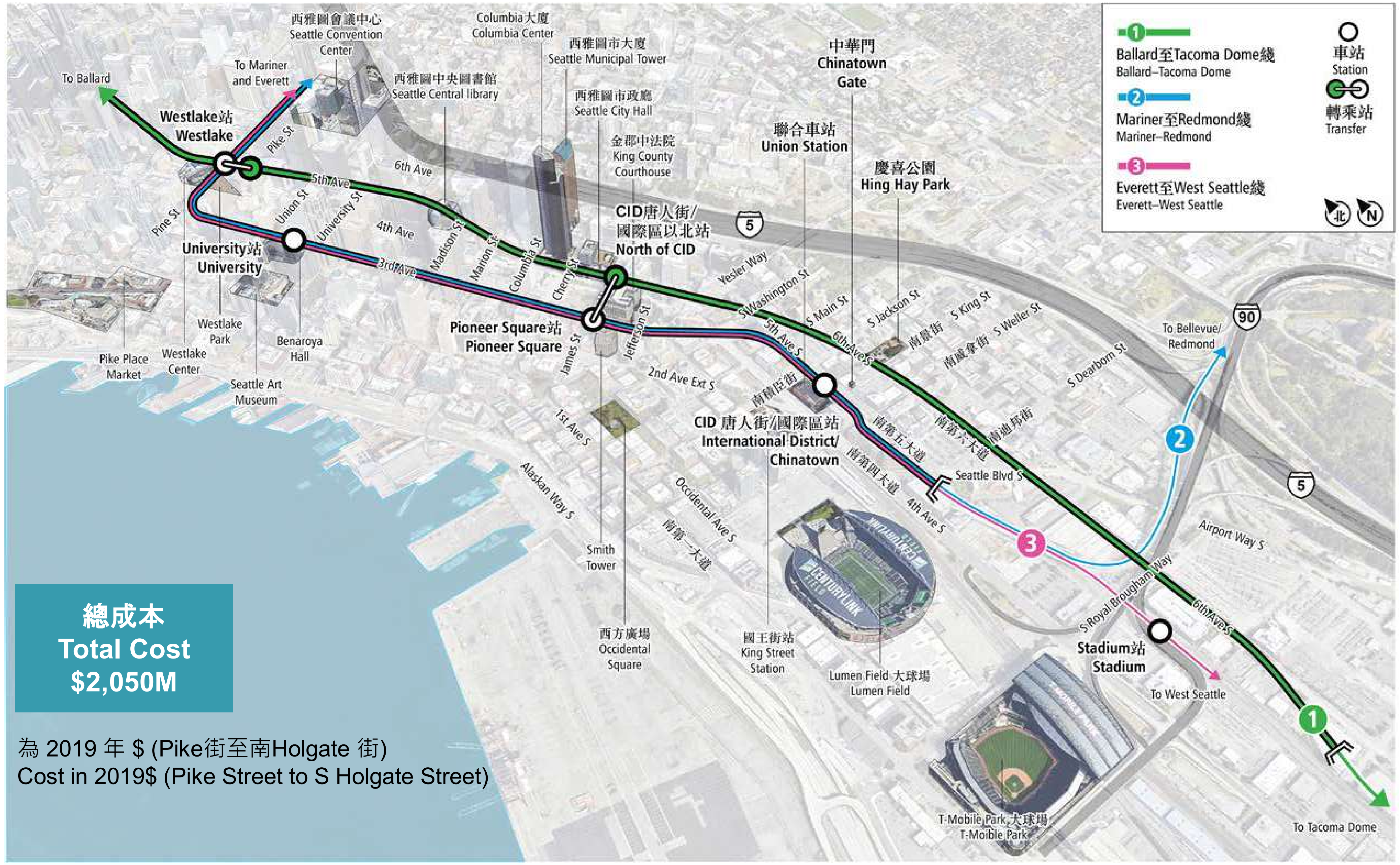
6 *改善十字路口，以方便行人過馬路和連接先鋒廣場*

Improve intersection to facilitate pedestrian crossings and connection to Pioneer Square

由過去的規劃研究和最近的社區和機政府構意見提供的初步概念。 需要進一步的工程設計。
Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

進一步研究總結:
CID 唐人街/國際區以北（沒有Midtown站）
Further study summary:
North of CID (No Midtown)

CID 唐人街/國際區以北(沒有Midtown站)
North of CID (No Midtown)



總成本
Total Cost
$2,050M

為 2019 年 $ (Pike街至南Holgate 街)
Cost in 2019$ (Pike Street to S Holgate Street)

載客量和乘客體驗
Ridership and passenger experience

一號線在兩個車站上的每日登車人次總和 Total 1 Line daily boardings at 2 stations	**51,200 乘客 passengers**
CID 唐人街/國際區以北站換乘時間 Transfer time at North of CID	**3分 15 秒 3m 15s**
車站深度 Station Depth CID 唐人街/國際區以北站 North of CID	**80-105 英尺 feet**

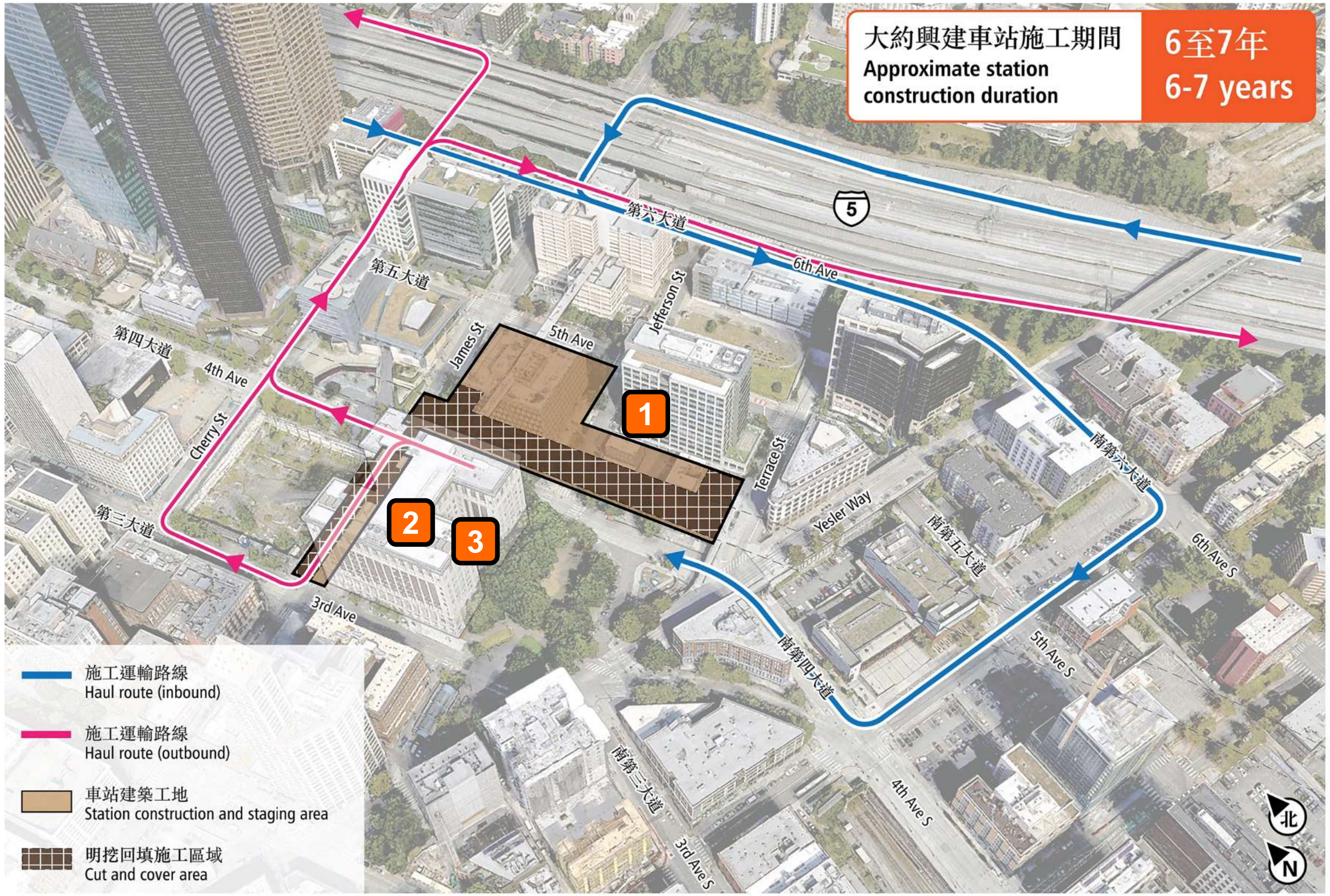
社區和區域交通連接
Community and regional access

慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station	**44 分鐘 minutes**
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station	**45 分鐘 minutes**
Bellevue 市中心站往Columbia City站 Downtown Bellevue to Columbia City	**44 分鐘 minutes**

初步研究結果。分析仍在進行中，可能會作出變更 。
Preliminary findings. Analysis is ongoing and is subject to change.

SOUNDTRANSIT

CID唐人街/國際區以北車站:施工時的影響
North of CID: construction effects

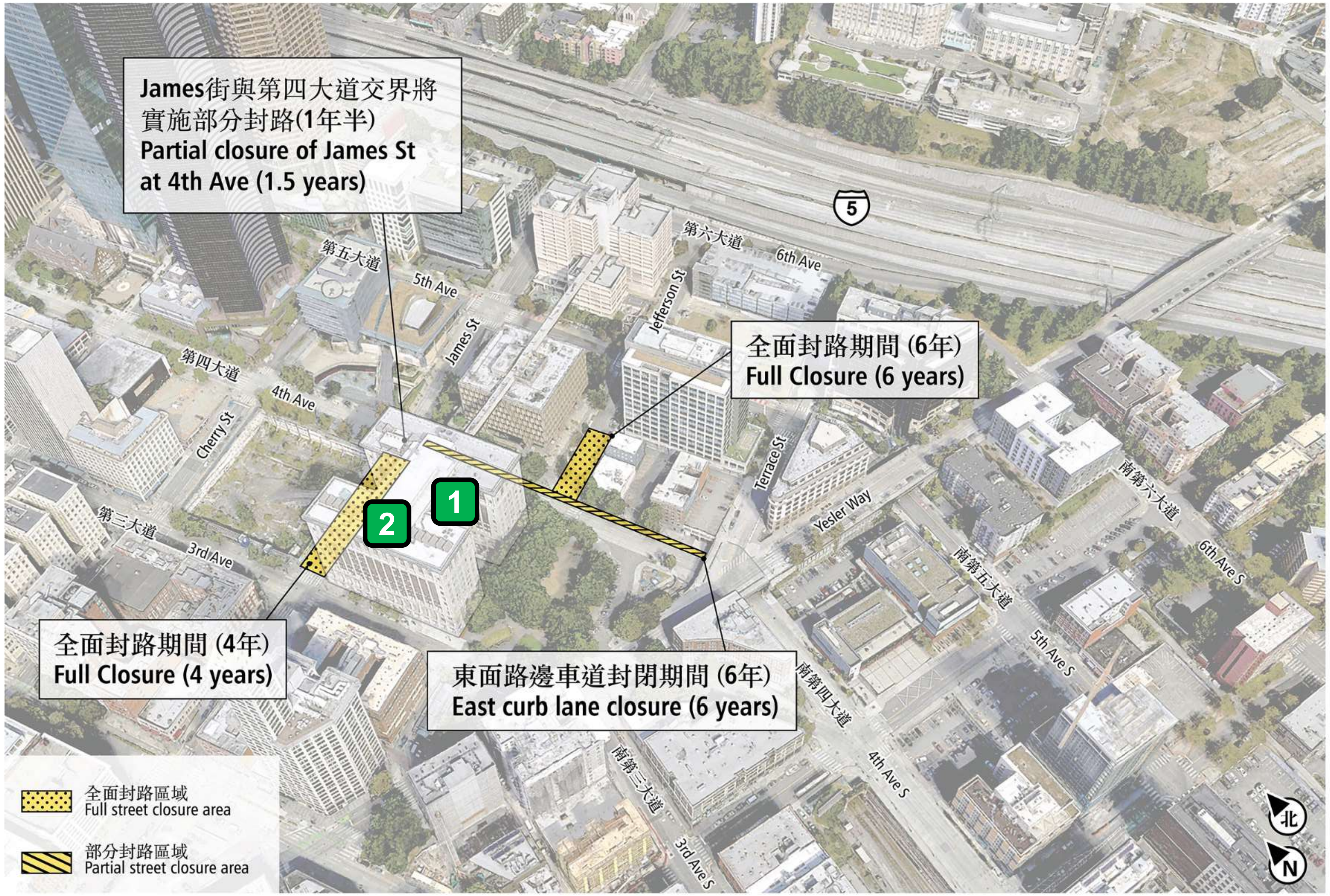


1 *搬遷金縣行政大樓和其他提供社會服務的建築物，包括Hotel Reynolds（工作釋放設施）和團體護理之家/公寓*
Displaces King County Administration Building and other buildings that house social services, including Hotel Reynolds (Work Release Facility) & Group Care Home/Apartments

2 *未發展物業的潛在車站入口機遇，需要與發展計劃協調*
Opportunity for a potential station entrance at undeveloped property, requires coordination with development plans

3 *可以暫時將無軌電車從 James St 轉移到附近的走廊（取決於車站格局設計）*
Could temporarily relocate trolley wire buses from James St to nearby corridor (depending on configuration)

CID唐人街/國際區以北車站:交通影響
North of CID: traffic effects



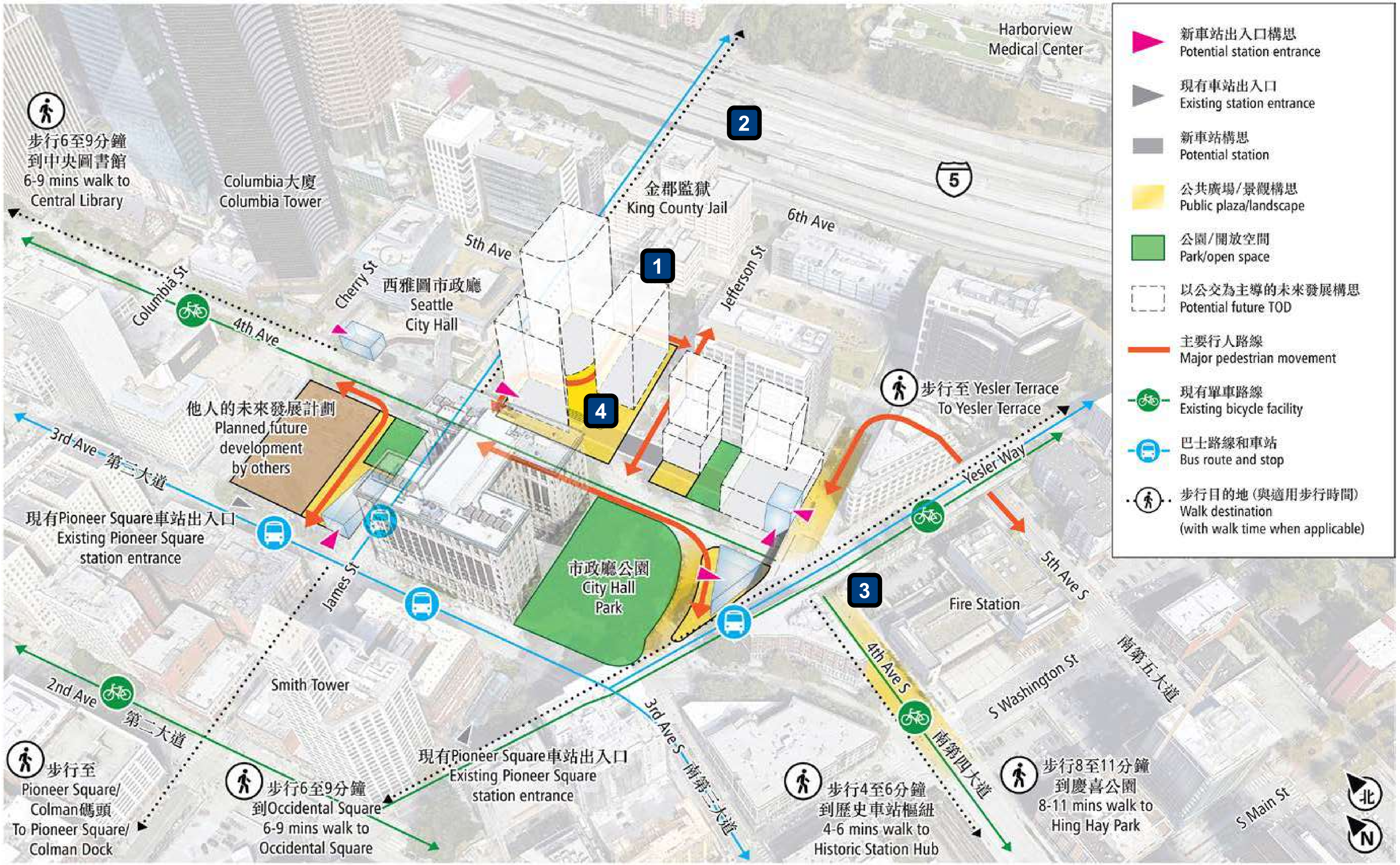
1 *與現有Pioneer Square站的地下連接走廊建設可能需要關閉第 三和第 四大道之間的James街，具體取決於車站格局設計*
Construction of underground connection to existing Pioneer Square station could require closure of James St between 3rd and 4th Aves depending on configuration

2 *通過將地下連接走廊移動到私人物業來減少James街關閉的機會*
Opportunity to reduce James Street closure by moving underground connection onto private property

初步研究結果。分析仍在進行中，可能會作出變更 。
Preliminary findings. Analysis is ongoing and is subject to change.

初步研究結果。分析仍在進行中，可能會作出變更 。
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CID唐人街/國際區以北車站: 機遇與問題
North of CID: opportunities and issues

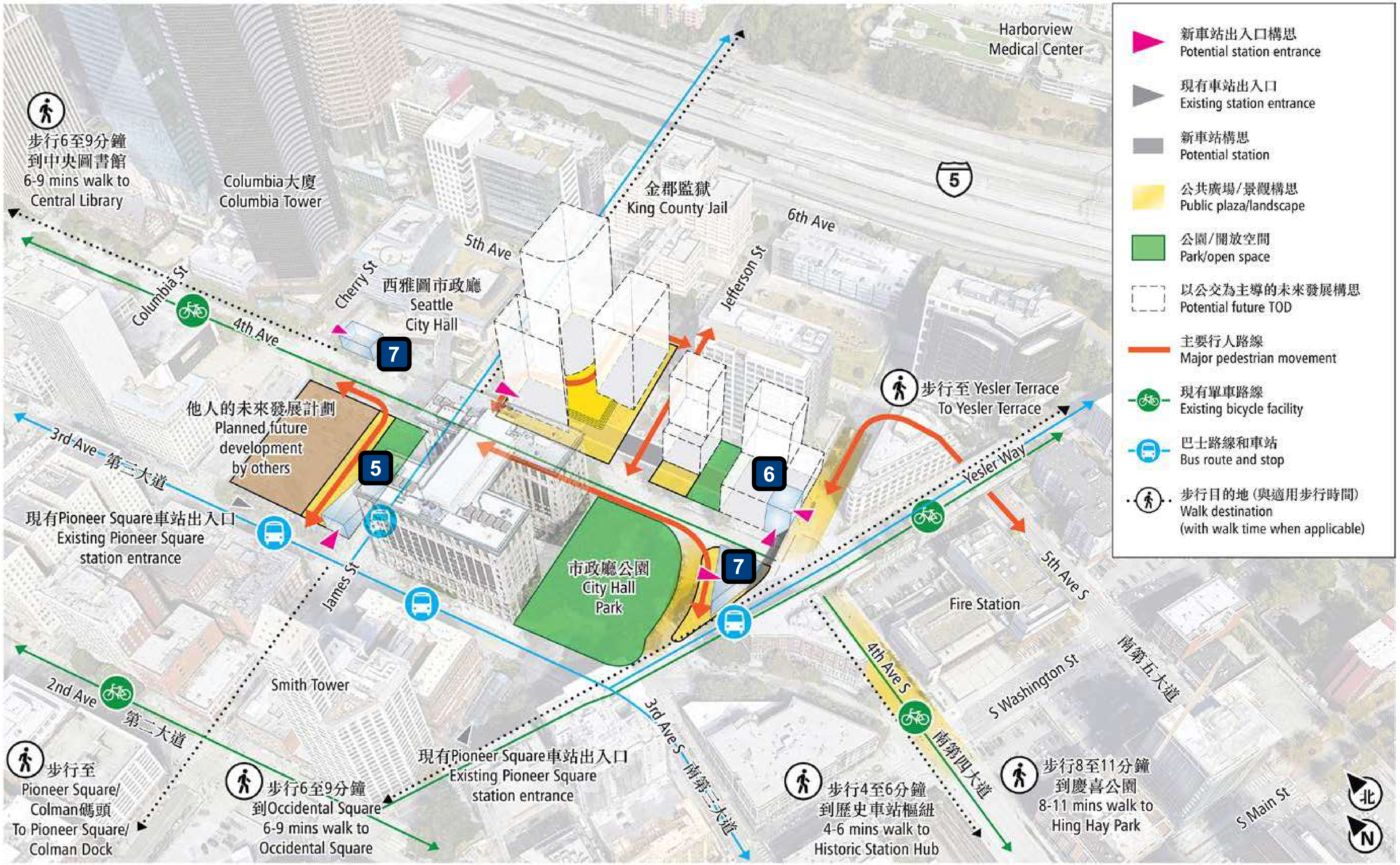


1. ***與金郡合作進行政府設施規劃，重點打造充滿活力社區***
   Collaborate with King County on campus planning, focus on creating a vibrant neighborhood
2. ***橫跨 I-5 到 Harborview 的額外連接有助於解決高速公路作為障礙的問題***
   Additional connections across I-5 to Harborview to help address the freeway as a barrier
3. ***提升與CID唐人街/國際區，以及沿第四大道的歷史悠久車站樞紐的連接***
   Improve connection to CID and the historic station hub along 4th Ave
4. ***車站場地的 eTOD，包括零售、辦公室和住房***
   eTOD at station site, incorporating retail, offices, and housing

由過去的規劃研究和最近的社區和機政府構意見提供的初步概念。 需要進一步的工程設計。
Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

SOUNDTRANSIT

CID唐人街/國際區以北車站: 機遇與問題
North of CID: opportunities and issues



5 *改善Pioneer Square車站出入口和車站之間連接的合作夥伴機遇，可支持改善該地區公共安全*

Partnership opportunity to improve Pioneer Square station entrance and connection between stations, potentially supporting efforts to improve public safety in the area

6 *於 Yesler Way 和第四大道交界的多層車站出入口有助於解決車站以東的陡坡地形*

Multi-level station entrance serving Yesler Way and 4th Ave to help address steep terrain to the east of the station

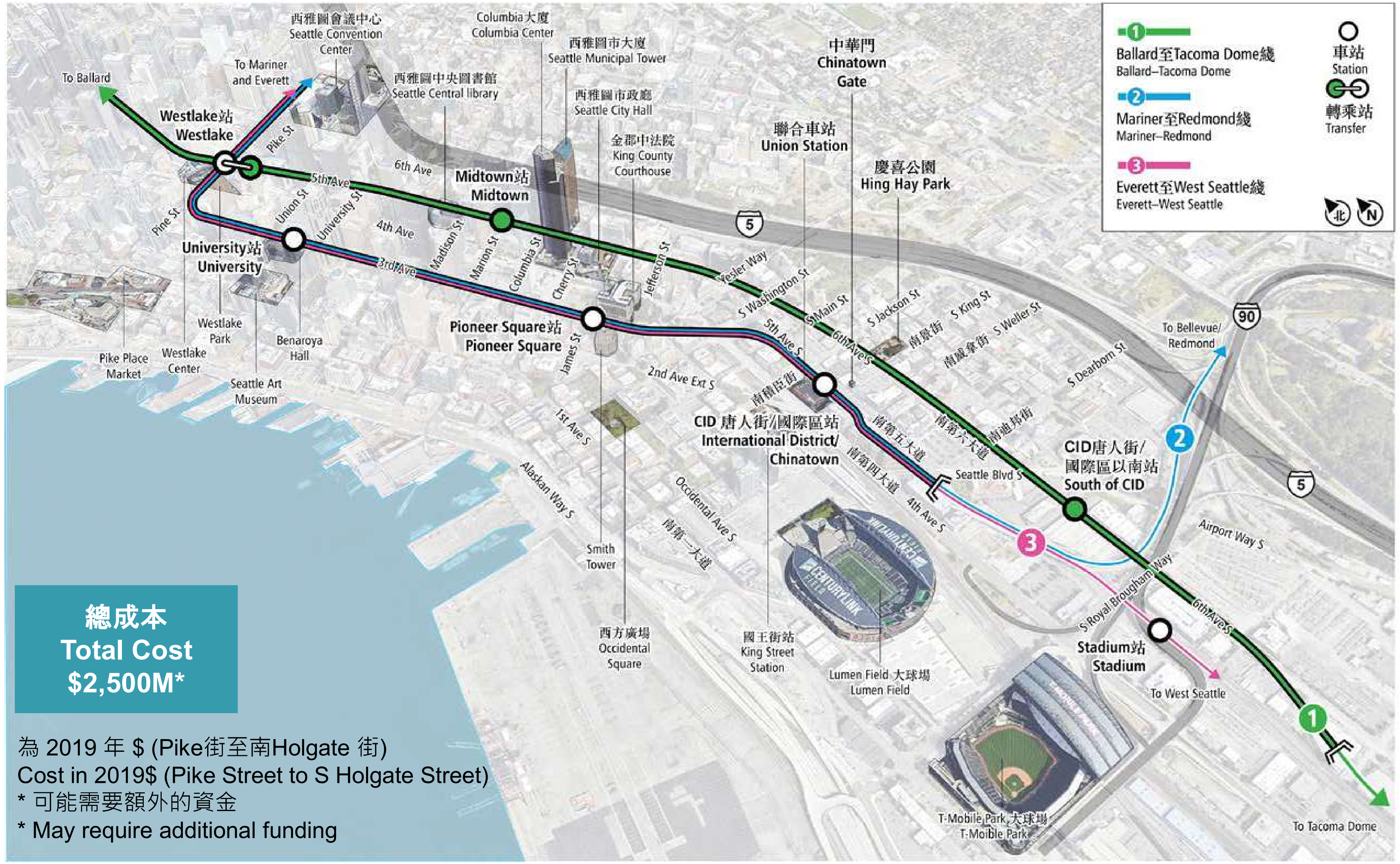
7 *市政廳和市政廳公園額外車站出入口的合作夥伴機遇*

Partnership opportunity for additional entrances at City Hall and City Hall Park

由過去的規劃研究和最近的社區和機政府構意見提供的初步概念。 需要進一步的工程設計。
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進一步研究總結:
CID 唐人街/國際區以南站+Midtown站
Further study summary:
South of CID + Midtown

CID 唐人街/國際區以南站+Midtown站
South of CID + Midtown



總成本
Total Cost
$2,500M*

為 2019 年 $ (Pike街至南Holgate 街)
Cost in 2019$ (Pike Street to S Holgate Street)
* 可能需要額外的資金
* May require additional funding

載客量和乘客體驗
Ridership and passenger experience

一號線在三個車站上的每日登車人次總和 Total 1 Line daily boardings at 3 stations	**51,200 乘客 passengers**
從CID 唐人街/國際區以南站到國際區/唐人街站換乘時間 Transfer/access to ID/C from South of CID	**5-6 分 5-6 minutes**
車站深度 Station Depth	
Midtown 站 Midtown	**140-145 英尺 feet**
CID 唐人街/國際區以南站 South of CID	**95-115 英尺 feet**

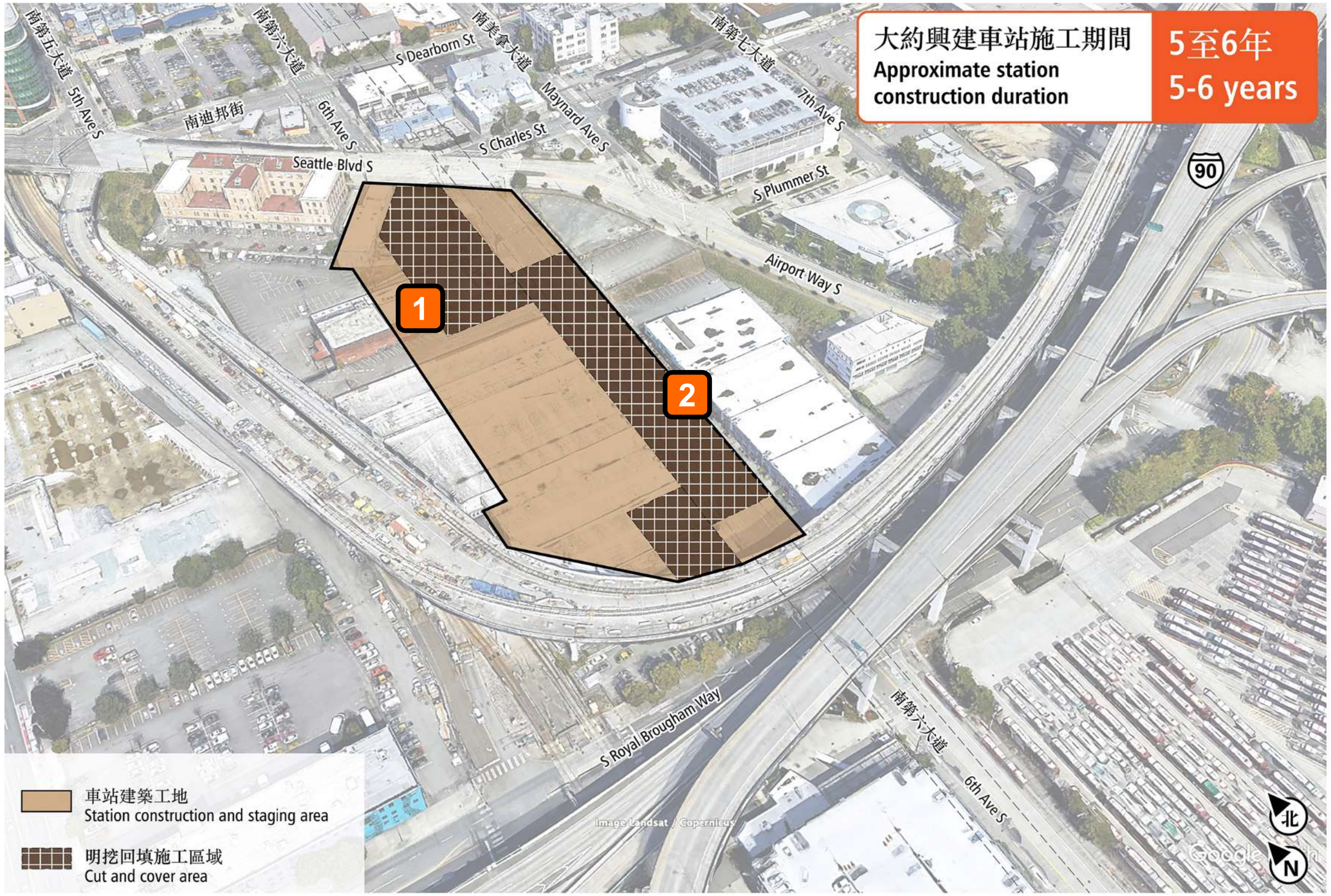
社區和區域交通連接
Community and regional access

慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station	**41 分鐘 minutes**
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station	**47 分鐘 minutes**
Bellevue 市中心站往Columbia City站 Downtown Bellevue to Columbia City	**44-50 分鐘 minutes**

初步研究結果。分析仍在進行中，可能會作出變更 。
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SOUNDTRANSIT

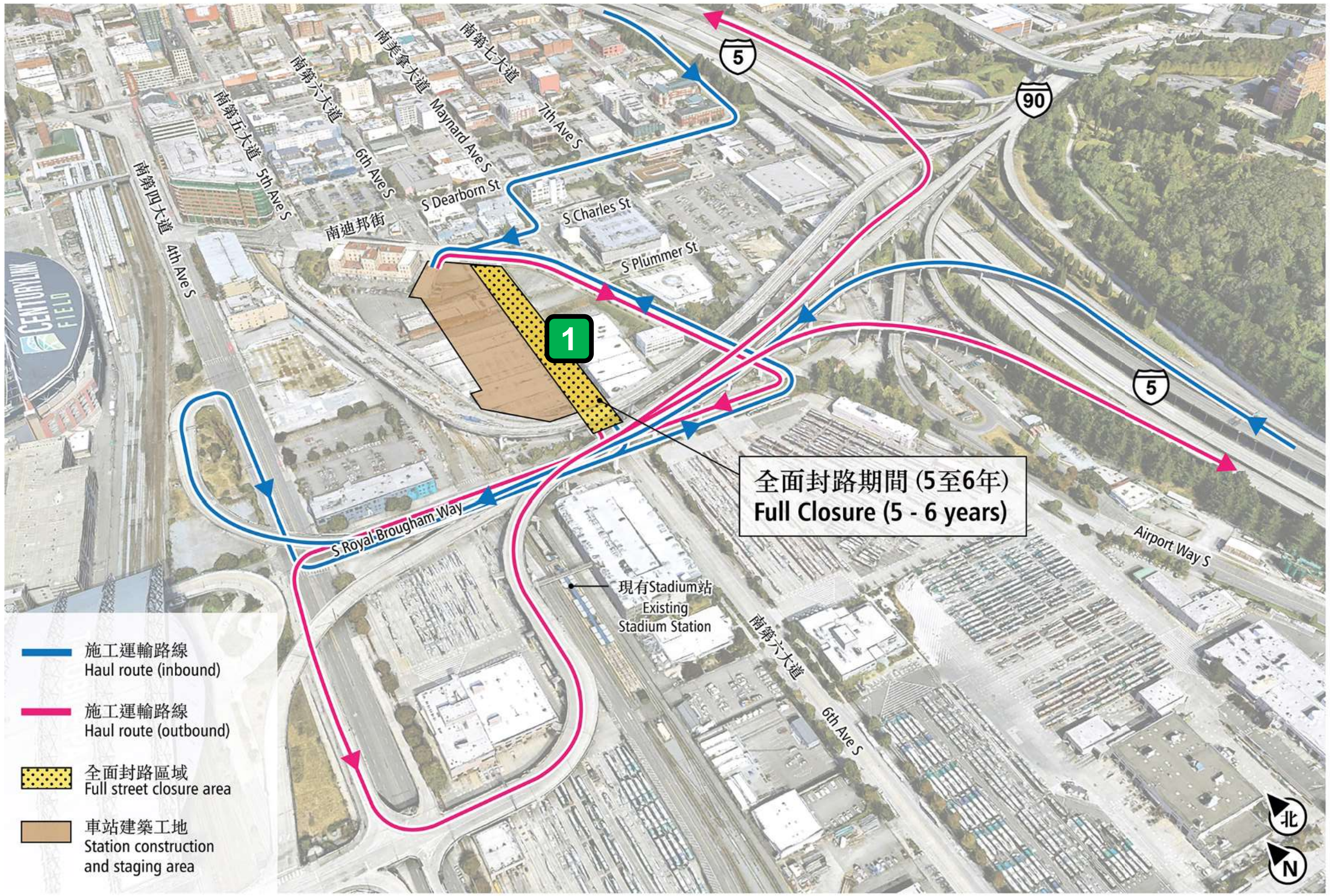
CID唐人街/國際區以南車站:施工時的影響
South of CID: construction effects



1 *車站出入口和建築工地需要與任何未來的發展計劃互相協調*
Station entrances and staging areas would need to be coordinated with any future development plans

2 *與南第六大道的 16英寸高壓輸氣管線和計劃中的 SCL 高壓電力線存在潛在衝突*
Potential conflict with 16” high pressure gas line and planned SCL high voltage power line on 6th Ave S

CID唐人街/國際區以南車站:交通影響
South of CID: traffic effects



1 *施工需要完全關閉 Seattle Boulevard S 和 S Royal Brougham 之間的南第六大道, 這對整體交通和道路封閉影響較小*

Construction requires full closure of 6th Ave S between Seattle Boulevard S and S Royal Brougham, which has fewer overall traffic and road closure implications

初步研究結果。分析仍在進行中，可能會作出變更 。
Preliminary findings. Analysis is ongoing and is subject to change.

CID唐人街/國際區以南車站: 機遇與問題
South of CID: opportunities and issues



1 *連接到潛在的 Sounder 車站出 入口和 BNSF 上的潛在行人天橋(合作夥伴關係)*

Connection to potential Sounder Station entrance and potential ped bridge over BNSF (partnership)

2 *靠近CID唐人街/國際區的車站出入口和新的公共空間*

Station entrance closer to CID with new public space

3 *重新配置街道/十字路口以改善流通和行人通道*

Reconfigure street/intersection to improve circulation and pedestrian access

由過去的規劃研究和最近的社區和機政府構意見提供的初步概念。 需要進一步的工程設計。
Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

CID唐人街/國際區以南車站: 機遇與問題
South of CID: opportunities and issues



4 *將車站出入口納入潛在的未來 eTOD，提供經濟適用住房和零售*

Incorporate station entrance into potential future eTOD with affordable housing and retail

5 *激活連接公共空間、車站出入口和其他人的開發項目以激活的步行路線（合作夥伴關係和潛在的 eTOD 機會）*

Activate pedestrian route connecting public spaces, station entrance, and potential future development (partnership and potential eTOD opportunity)

6 *通過充足的行人道和照明以改善體育場的連接*

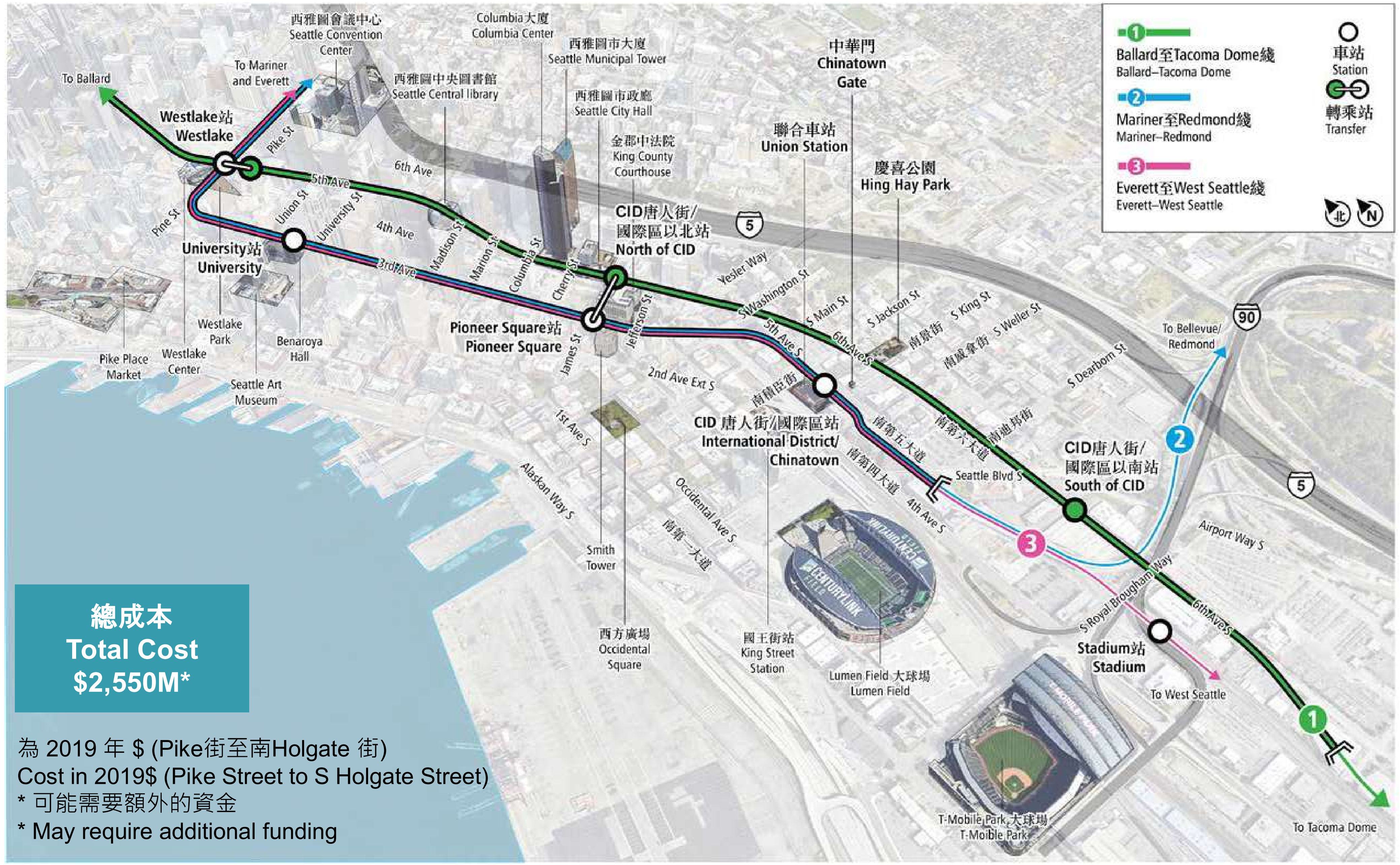
Improve stadium connection with ample sidewalks and lighting

由過去的規劃研究和最近的社區和機政府構意見提供的初步概念。 需要進一步的工程設計。
Preliminary concept informed by past planning studies and recent community and agency input. Further design and engineering required.

進一步研究總結:
CID 唐人街/國際區以北站 + 以南站
(沒有Midtown站)

Further study summary:
North + South of CID (No Midtown)

CID 唐人街/國際區以北站 + 以南站（沒有Midtown站)
North + South of CID (No Midtown)



總成本
Total Cost
$2,550M*

為 2019 年 $ (Pike街至南Holgate 街)
Cost in 2019$ (Pike Street to S Holgate Street)
* 可能需要額外的資金
* May require additional funding

載客量和乘客體驗
Ridership and passenger experience

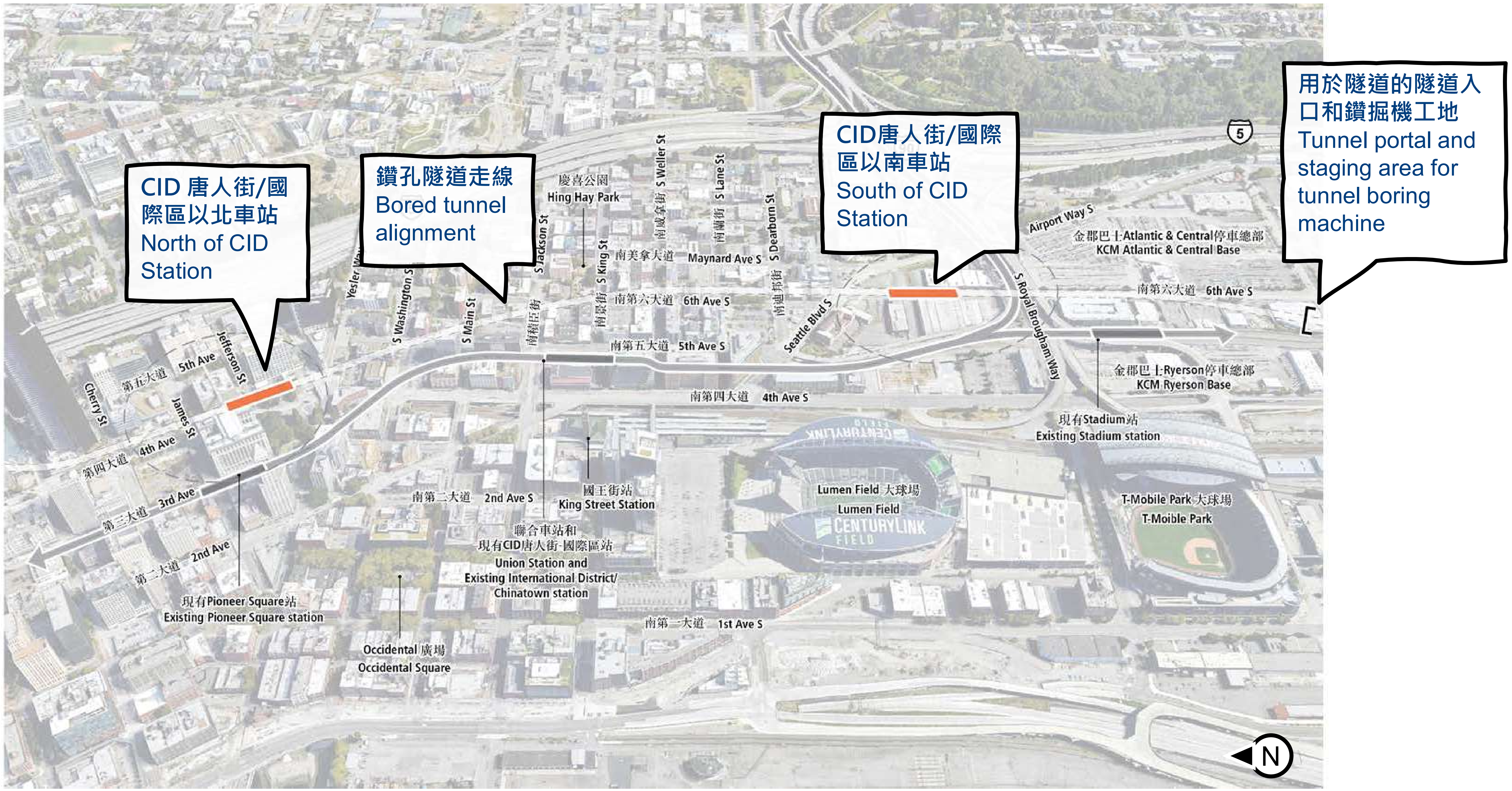
一號線在三個車站上的每日登車人次總和 Total 1 Line daily boardings at 3 stations	**51,500 乘客 passengers**
CID 唐人街/國際區以北站換乘時間 Transfer time at North of CID	**3分 15 秒 3m 15s**
車站深度 Station Depth	
CID 唐人街/國際區以北站 North of CID	**80-105 英尺 feet**
CID 唐人街/國際區以南站 South of CID	**95-115 英尺 feet**

社區和區域交通連接
Community and regional access

慶喜公園往SeaTac/機場站 Hing Hay Park to SeaTac/Airport Station	**41 分鐘 minutes**
西方廣場往SeaTac/機場站 Occidental Square to SeaTac/Airport Station	**46 分鐘 minutes**
Bellevue 市中心站往 Columbia City站 Downtown Bellevue to Columbia City	**45 分鐘 minutes**

初步研究結果。分析仍在進行中，可能會作出變更 。
Preliminary findings. Analysis is ongoing and is subject to change.

CID 唐人街/國際區以北站 + 以南站）：主要特點概述
North + South of CID: key features overview



初步設計概念。 設計仍在進行中，可能會作出變更 。
Preliminary concept. Design is ongoing and is subject to change.

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行程時間總結 Travel time summary	第四大道淺層站+Midtown站 4th Avenue Shallow + Midtown	CID 唐人街/國際區以北站（沒有Midtown站） North of CID (No Midtown)	CID 唐人街/國際區以南站+Midtown站 South of CID + Midtown	CID唐人街/國際區以北+以南站（沒有Midtown站） North + South of CID (No Midtown)
慶喜公園往Sea/Tac機場站 Hing Hay Park to SeaTac/Airport Station	**39 min** (經國際區/唐人街站) (via ID/C)	**44 min** (經國際區/唐人街站到SODO站) (via ID/C to SODO)	**41 min** (經CID 唐人街/國際區以南站) (via CID south)	**41 min** (經CID 唐人街/國際區以南站) (via CID south)
西方廣場往Sea/Tac機場站 Occidental Square to SeaTac/Airport Station	**46 min** (經國際區/唐人街站) (via ID/C)	**45 min** (經CID 唐人街/國際區以北站) (via CID North)	**47 min** (經先鋒廣場站和在SODO站轉乘) (via Pioneer Square and transfer at SODO)	**46 min** (經CID 唐人街/國際區以北站) (via CID North)
Bellevue 市中心站往Columbia City站 Downtown Bellevue to Columbia City Station	**41 min** (經國際區/唐人街站轉乘) (via ID/C transfer)	**44 min** (經CID 唐人街/國際區以北站乘轉) (via CID North transfer)	**44 – 50 min** (經國際區/唐人街站步行至CID 唐人街/國際區以南站) (via ID/C to CID south walk) **49 min** (經 Westlake站轉乘) (via Westlake transfer)	**45 min** (經CID 唐人街/國際區以北站乘轉) (via CID North transfer)
Kent Sounder 站往SLU站 Kent Sounder to SLU Station	**53 min** (經步行至國際區/唐人街站) (via walk to ID/C)	**58 min** (經步行至CID 唐人街/國際區以北站) (via walk to CID North) **56 min** (經步行至國際區/唐人街站和在CID 唐人街/國際區以北站轉乘) (via ID/C and transfer at CID North)	**57 min** (經步行至CID 唐人街/國際區以南站) (via walk to CID South)	**57 min** (經CID 唐人街/國際區以南站) (via walk to CID South)

初步研究結果。分析仍在進行中，可能會作出變更 。
Preliminary findings. Analysis is ongoing and is subject to change.

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轉入小組討論
Transition to small group discussions

今天研討會的目標
Goals for today's workshop

分享進一步研究總結：

- *交通和社區連接*
- *建築和交通影響*
- *車站概念機遇與問題*

收集您的反饋：

您對進一步的研究結果有何看法，以及研究結果如何與社區目標保持一致？

您希望我們與 Sound Transit委員會分享什麼?

我們如何為您提供後續步驟並繼續參與？

Share summary of further studies:

- Access and connections
- Construction and traffic effects
- Station concept opportunities and issues

Gather your feedback:

- ***What are your thoughts on the further study findings and how do they align with neighborhood goals?***
- ***What would you like us to share with the Sound Transit Board?***
- ***How can we support you with next steps and continuing to engage?***

報告

Report out

後續步驟

Next steps

CID 唐人街/國際區互動參與過程
CID Engagement Process



Process informed by CID Engagement Toolkit and discussions with community

Key Questions

- What hasn't worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?

WHAT COULD THIS PROCESS LOOK LIKE?

Iterative, facilitated, and responsive process adapts as needed to serve community

Oct. 13, 2022

Open House

- Context and Value
- How we got here
- Community informs engagement process and scope of studies

Nov. 2, 2022

Workshop 1: Options

- Bring forward and evaluate
- Breakout groups
- Explore challenges and opportunites and identify refinements

Nov. 16, 2022

Workshop 2: Tradeoffs

- Discuss tradeoffs and refine options

Dec. 14, 2022

Workshop 3: Key Issues

- Problem solving around key issues for each option
- Discussion of mitigation measures

Jan. 5, 2022

Workshop 4: Summary

- Bring it all together and get feedback on direction for Sound Transit Board

February

Sound Transit Board: Status Report

SUPPORTING THE PROCESS

General awareness building including media, social media posts, ethnic media

Interagency and consultant work

Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)

Resident and business owner outreach with Community Liaisons

Targeted Level of Community Engagement: Involve
We will aim to engage at a Collaborate level wherever possible.

謝謝.

Thank you.

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